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No. 18,155. 第一萬八千一百五十五號 丙辰年六月二十三日 HONGKONG, SATURDAY, JULY 22ND, 1916. 六拜禮 中華民國五年七月二十二號 PRICE, $3 PER MONTH.

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TO DEPART

July 22nd. Haiphong, Tourane, Saigon, Straits, Ceylon, India and Europe, at 5 p.m., per s.s. ATLANTIQUE.

July 26th. Europe *viâ* Siberia, at 10.30 a.m., per s.s. EMPRESS OF JAPAN.

July 26th. Shanghai, North China, Japan *viâ* Nagasaki, Victoria, Vancouver, United States, South America, and United Kingdom *viâ* Canada, at 10.30 a.m., per s.s. EMPRESS OF JAPAN.

July 27th. Europe *viâ* Siberia, at 3 p.m., per s.s. SHANTUNG.

July 28th. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NANKIN.

Aug. 1st. Straits, Colombo, Durban, Cape Town and London, at 11 a.m., per s.s. SIWA MARU.

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PORTLAND CEMENT.

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Hongkong, 9th December, 1914. 860

FRENCH LESSONS

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15, MORRISON HILL ROAD.

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Hongkong, 4th February, 1915 641

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Hongkong, 4th February, 1915. 586

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TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.30 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.30 a.m. to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS as on Week Days.

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SPECIAL CARS by arrangements at the Company's Office Alexandra Buildings, Des Voeux Road Central.

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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th June, 1915. 511

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Width of Entrance on bottom	77 „	53	58 „
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Max Breadth of Ship taken in	56 „	86 „
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Hongkong, 1st October, 1914. AGENTS. [38

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Time-Table from May 1st, 1916, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitou (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares			Connecting at Harbin with the Trans-Siberian Service to Petrograd.	Sakaki	Kobe
$ 20	Shanghai (S.M.R. Stn.)	Lv.	Yesterday	Tues.	Sat. Mor.
17 35	Tsingtao "	Ar.	"	"	Tues.
	Dairen "	Lv.	5.30 p.m.	Fri.	Thursday
Y 14.85	(S.M.R. Train)	Lv.	11.35 "	"	
	Mukden "	Ar.	11.50 "	"	
Y 11.40		Lv.	7.10 a.m.	Friday	
	Changchun (Eastern Train)	Ar.	8.00 "	"	
$ 5.60	" (S.M.R. Train)	Lv.	8.05 "	"	

SOUTH BOUND.

1st Class Fares			Connecting at Harbin with the Trans-Siberian Service from Petrograd.		
$ 5.60	Harbin (Eastern Train)	Lv.	10.30a.m.		
Y 11.40	Changchun "	Ar.	1.32 p.m.		Thursday
	" (S.M.R. Train)	Lv.	2 "		"
Y 14.85	Mukden "	Ar.	5.45 "		"
	" (S.M.R. Train)	Lv.	7.25 "	Fri.	"
	Dairen "	Ar.	9.00 "	Sat.	Wed.
Y 40	Telegram (Shanghai)	Ar.	Yesterday	Mon.	Fri.
$ 35				Sakaki	Kobe
$ 20					

* Russian Train Time is 23 minutes faster than S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

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Do on paper ...	0.25

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1916. 77

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Hongkong, 16th June, 1916. [861

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For Particulars, apply to—
K. KATO, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 22nd May, 1916. [618

G. R.

NOTICE.

REGISTRATION OF PERSONS ORDINANCE 1916.

ALL Persons not exempted who remain in the Colony for more than one week are required to register themselves at the Office of the CAPTAIN SUPERINTENDENT OF POLICE.

(a) In the case of Residents in the Colony, before July 23rd, 1916.
(b) In the case of new arrivals, within one week of arrival.

The following are exempted:—
(1) Members of His Majesty's Regular Naval and Military Forces.
(2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.
(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.
(4) Consular Officers of Foreign States.
(5) The wives and daughters of persons included in any of the 4 clauses specified above.
(6) Persons of Chinese Race.
(7) Persons not exceeding 18 years of age.

Forms of registration, giving the particulars required may be obtained at the Enquiry Office G.P.O., Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this Ordinance is a fine not exceeding $50.

C. McL. MESSER,
Captain Superintendent of Police
Hongkong, 23rd June, 1916. [874

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BAGUIO, P.I.,
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THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART.
Manager
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ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
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J. WITCHELL
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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort Health and Convenience, Telephones in every Room, prompt connection maintained by six lines to Central.

Fifteen minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European Runner meets Steamer.

P. O. PEUSTER,
Manager.
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THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

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Macau.
Tel. Add. "Phœnix," Macau.
1st February, 1915. 21

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The only European Hotel in Canton.
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GRAND VARIETY ENTERTAINMENT.

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Hongkong, 22nd July, 1916. [870

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Hongkong, 22nd July, 1916. [879

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JUST LANDED:

A SUPPLY OF

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MACGREGOR&Co.

SOLE AGENTS,

15, QUEEN'S ROAD CENTRAL.

35

THE PARIS CONFERENCE.

ALLIED TRADE FOR THE ALLIES.

The text of the recommendations of the Economic Conference of the Allies, held in Paris on June 14th, 15th, 16th, and 17th, is as follows:—

I.—The representatives of the Allied Governments have met at Paris under the presidency of M. Clémentel, Minister of Commerce, on June 14th, 15th, 16th, and 17th, 1916, for the purpose of fulfilling the mandate given to them by the Paris Conference on March 28th, 1916, of giving practical expression to their solidiary of views and interests, and of proposing to their respective Governments the appropriate measures for realizing this solidarity.

II.—They declare that after forcing upon them the military contest in spite of all their efforts to avoid the conflict, the Empires of Central Europe are to-day preparing, in concert with their allies, for a contest on the economic plane, which will not only survive the re-establishment of peace, but will at that moment attain its full scope and intensity.

III.—They cannot therefore conceal from themselves that the agreements which are being prepared for this purpose between their enemies have the obvious object of establishing the domination of the latter over the production and the markets of the whole world and of imposing on other countries an intolerable yoke.

In face of so grave a peril the Representatives of the Allied Governments consider that it has become their duty, on grounds of necessary and legitimate defence, to adopt and realize from now onward all the measures requisite on the one hand to secure for themselves and for the whole of the markets of neutral countries full economic independence and respect for sound commercial practice, and on the other hand to facilitate the organization on a permanent basis of their economic alliance.

For this purpose the Representatives of the Allied Governments have decided to submit for the approval of those Governments the following resolutions:—

A

MEASURES FOR THE WAR PERIOD.

I.—The laws and regulations prohibiting trading with the enemy shall be brought into accord.

For this purpose:

A.—The Allies will prohibit their own subjects and citizens and all persons residing in their territories from carrying on any trade with:—

1. The inhabitants of enemy countries whatever their nationality.
2. Enemy subjects wherever resident.
3. Persons, firms and companies whose business is controlled wholly or partially by enemy subjects or is subject to enemy influence and whose names are included in a special list.

B.—They will prohibit the importation into their territories of all goods originating in or coming from enemy countries.

C.—They will devise means of establishing a system enabling contracts entered into with enemy subjects and injurious to national interests to be cancelled unconditionally.

II.—Business undertakings owned or operated by enemy subjects in the territories of the Allies will all be sequestrated or placed under control: measures will be taken for the purpose of winding up some of these undertakings and of realizing their assets, the proceeds of such realization remaining sequestrated or under control.

III.—In addition to the export prohibitions which are necessitated by the internal situation of each of the Allied countries, the Allies will complete the measures already taken for the restriction of enemy supplies, both in the mother countries and in the Dominions, Colonies, and Protectorates:—

1. By unifying the lists of contraband and of export prohibition, and particularly by prohibiting the export of all commodities declared absolute or conditional contraband.
2. By making the grant of licences for export to neutral countries from which export to enemy territories might take place conditional upon the existence in such countries of control organizations approved by the Allies; or, in the absence of such organizations, upon special guarantees such as the limitation of the quantities exported, supervision by Allied consular officers, etc.

B.

TRANSITORY MEASURES FOR THE PERIOD OF COMMERCIAL, INDUSTRIAL, AGRICULTURAL, AND MARITIME RECONSTRUCTION OF THE ALLIED COUNTRIES.

I.—The Allies declare their common determination to ensure the re-establishment of the countries suffering from acts of destruction, spoliation, and unjust requisition, and decided to join in devising means to secure the restoration to those countries, as a prior claim, of their raw materials, industrial and agricultural plant, stock and mercantile fleet, or to assist them to re-equip themselves in these respects.

II.—Whereas the war has put an end to all the treaties of commerce between the Allies and Enemy Powers, and whereas it is of essential importance that, during the period of economic reconstruction which will follow the cessation of hostilities, the liberty of none of the Allies should be hampered by any claim put forward by the Enemy Powers to most-favoured-nation treatment, the Allies agree that the benefit of this treatment shall not be granted to those Powers during a number of years to be fixed by mutual agreement among themselves.

During this number of years the Allies undertake to assure to each other so far as possible compensatory outlets for trade in case consequences detrimental to their commerce result from the application of the undertaking referred to in the preceding paragraph.

III.—The Allies declare themselves agreed to conserve for the Allied countries, before all others, their natural resources during the whole period of commercial, industrial, agricultural, and maritime reconstruction, and for this purpose they undertake to establish special arrangements to facilitate the interchange of these resources.

IV.—In order to defend their commerce, their industry, their agriculture, and their navigation against economic aggression resulting from dumping or any other mode of unfair competition the Allies decide to fix by agreement a period during which the commerce of the Enemy Powers shall be submitted to special treatment and the goods originating in their countries shall be subjected either to prohibitions or to a special *régime* of an effective character.

(*Continued on next Column.*)

The Allies will determine by agreement through diplomatic channels the special conditions to be imposed during the above-mentioned period on the ships of the Enemy Powers.

V.—The Allies will devise the measures to be taken jointly or severally for preventing enemy subjects from exercising, in their territories, certain industries or professions which concern national defence or economic independence.

C.

PERMANENT MEASURES OF MUTUAL ASSISTANCE AND COLLABORATION AMONG THE ALLIES.

I.—The Allies decide to take the necessary steps without delay to render themselves independent of the enemy countries in so far as regards the raw materials and manufactured articles essential to the normal development of their economic activities.

These measures should be directed to assuring the independence of the Allies not only so far as concerns their sources of supply, but also as regards their financial, commercial, and maritime organization.

The Allies will adopt such measures as may seem to them most suitable for the carrying out of this resolution, according to the nature of the commodities and having regard to the principles which govern their economic policy.

They may for example, have recourse either to enterprises subsidized, directed or controlled by the Governments themselves, or to the grant of financial assistance for the encouragement of scientific and technical research and the development of national industries and resources; to customs duties or prohibitions of temporary or permanent character; or to a combination of these different methods.

Whatever may be the methods adopted, the object aimed at by the Allies is to increase production within their territories as a whole to a sufficient extent to enable them to maintain and develop their economic position and independence in relation to enemy countries.

II.—In order to permit the interchange of their products, the Allies undertake to adopt measures for facilitating their mutual trade relations both by the establishment of direct and rapid land and sea transport services at low rates, and by the extension and improvement of postal, telegraphic, and other communications.

III.—The Allies undertake to convene a meeting of technical delegates to draw up measures for the assimilation, so far as may be possible, of their laws governing patents, indications of origin, and trade marks.

In regard to patents, trade marks, and literary and artistic copyright which have come into existence during the war in enemy countries, the Allies will adopt, so far as possible, an identical procedure, to be applied as soon as hostilities cease.

The procedure will be elaborated by the technical delegates of the Allies.

D.

Whereas for the purpose of their common defence against the enemy the Allied Powers have agreed to adopt a common economic policy, on the lines laid down in the Resolutions which have been passed, and whereas it is recognized that the effectiveness of this policy depends absolutely upon these Resolutions being put into operation forthwith, the Representatives of the Allied Governments undertake to recommend their respective Governments to take without delay all the measures, whether temporary or permanent, requisite for giving full and complete effect to this policy forthwith, and to communicate to each other the decisions arrived at to attain that object.

EXPORT OF RUBBER FROM MALAYA.

In his report for 1915, the Director of Agriculture, F.M.S., says:—The rubber crop for the F.M.S. is returned at 36,380 tons, and to this must be added 6,666 tons from the unfederated States under British Protection. It would probably be safe to add 8,000 tons for the Straits Settlements, making a total of about 51,000 tons for Malaya. But it must be remembered that these returns only include properties of 100 acres or more in area, and no account is taken of the output of rubber from small holdings.

The export returns of the Commissioner of Trade and Customs show that 44,523 tons of rubber were exported from the F.M.S. in 1915. I have no reliable figures at present of the export of rubber from the Colony and the other States of Malaya, but from such facts as are available it is certain that it cannot be less than 24,000 tons, making a total export from Malaya of more than 68,000 tons.

TRADE AFTER THE WAR.

SUGGESTION FROM PENANG FOR OUSTING THE ENEMY

The Penang correspondent of *The Straits Times* reports:—The Penang Chamber of Commerce, in answering queries of the Board of Trade, admits that the enterprise of Continental merchants, both at home and in the East, is more pronounced than British in pushing trade by commercial travellers, furnished with lines of attractive samples, etc. It believes that the economic conditions after the war will not admit of their enjoying some of the financial facilities, and suggests that British manufacturers should confine their agencies to British houses and ship their goods in British steamers, while the British travelling public should confine their support to British and Allied lines, no Government official being allowed to travel by others.

If enemy firms were allowed to retrade they should be under a special license and not allowed to represent British houses. The Chamber proposes to make effective reforms in the protection of trade marks.

RIVALRY IN THE EAST.

EFFECT OF THE WAR ON PORT OF SABANG.

Sabang, the Dutch rival of the British port of Singapore in the Far East, has felt the unfavourable influence of the war in the past year.

The shipping movement in general was, according to the annual report of the Sabang Harbour and Coaling Station Co., practically at a standstill during the whole year. The Dutch lines, however, continued to call uninterruptedly at the port in the ordinary way. In the last part of the year shipping traffic experienced the favourable influence of the closing of the Panama Canal. The special traffic that has, in consequence of the war, developed between the East coast of North America and Vladivostock, and which found its way through the Panama Canal, was thereby compelled to follow the eastern route which has resulted in an increase of the shipping at Sabang.

The transport of Bengal and Ombilin coal to the port proceeded without interruption. The advantages connected with the rapid unloading and loading equipment of the port comes more than ever to the fore now that every day's delay of an ocean steamer represents thousands of guilder in charter money. The maximum rapidity of unloading was attained last November, when a cargo of 7,000 tons of Ombilin coal was unloaded and stored within 42 hours.

Thanks to such factors, satisfactory results have been attained, despite the dulness of shipping and further loss on exchange. In March a commencement was made with the deepening of the harbour front along the coal wharves.

The total number of war and Government ships that called at Sabang was 97 (as against 105 in 1914 and 111 in 1913) of 87,538 (109,646 and 103,622) tons displacement, whilst merchant ships numbered 768 (as against 883 and 1,071 respectively) of 2,230,656 (2,728,945 and 3,294,685 gross) reg. tons.

The total profit after writing off, etc., and after reserving the profit share of the Government, is fl. 347,271 (against fl. 302,929 in 1914), out of which a dividend of 10 per cent. (as last year) and fl. 50 per profit share (as last year) is distributed, fl. 44,454 added to the reserve fund, and fl. 31,884 carried forward.—*Gazette de Hollande.*

SHIPPING NOTES.

NEW FREIGHTERS FOR THE N.Y.K.

A freight steamer named *Tsuyama Maru*, of 7,252 tons gross, has been launched at the Mitsu Bishi Dockyard, Nagasaki, for the Nippon Yusen Kaisha. She is intended for the new eastern line *vid* Panama Canal.

The s.s. *Toba Maru*, built to the order of the Nippon Yusen Kaisha at the Kawasaki Dockyard, Kobe, has also been launched. She is a sister-ship to the Company's *Tokuyama Maru* and *Toyohashi Maru*, gross tonnage 7,300. Her dimensions are: Length 445 ft.; breadth 50 ft.; depth of 34 ft.; and her speed is 14 knots. She is intended purely for a cargo-boat and will serve as an extra steamer on the European service.

SALVAGE OF THE "NILE."

A Moji journal reports that the salvage of the wreck of the P. and O. s.s. *Nile*, which lies in the Inland Sea off Iwaijima, had been attempted by Mr. Haramiishi, salvage expert of the Mitsu Bishi Company, who so successfully salved the Volunteer Fleet steamer *Umegaka Maru* in the Shimonoseki Straits a few years ago. The Mitsu Bishi expert lately visited the head office at Tokio for a consultation in regard to the undertaking, and as a result a new plan will be tried by means of four pontoons each 30 ft. in length and 18 ft. in width. Should it fail (we quote the *Nagasaki Press*) the salvage undertakings will be indefinitely postponed. The total spent on the enterprise up to the present time is estimated at Y.800,000.

SHIPBUILDING IN THE U.S.A. QUADRUPLED.

The immense activity of the shipbuilding industry in the United States is indicated by official figures of the steel merchant vessels under construction on May 1st. The total number was 368, of 1,129,014 tons. This tonnage is more than double that launched in the United Kingdom during the whole of last year, which was 650,919. According to Lloyd's Register, the total output of the United States during 1915 was only 84 vessels, of 277,460 tons, and in 1914 was only 95, of 200,762. The tonnage now under construction is, therefore, more than four times the production of the whole of last year and more than five times that of 1914.

Of the shipping now building, the great bulk, or 221 vessels, of 954,584 tons, are intended for sea-water trades, and 147, of 174,430 tons, for fresh-water trades. Classed according to trades, cargo vessels, numbering 109, take first place with a gross tonnage of 464,654, while the gross tonnage of 67 oil-tank vessels is only slightly lower at 459,000.

JAPANESE SQUADRON IN AUSTRALIA.

A CORDIAL WELCOME.

A Melbourne telegram states that the crews of a Japanese squadron in Australian waters received an enthusiastic welcome there last month. Speaking at a civic welcome, Mr. Pearce, the Minister of Defence, referred to the Japanese Navy's work in the war. He expressed the hope that Australia and Japan would mingle their ideas for the future governance of the Pacific, and would understand and sympathise with each other. The Admiral of the squadron, on rising to respond, was warmly cheered. He referred to the gallant achievements of the Australians in Gallipoli, and to the good feeling existing between Japan and Australia, which is rapidly growing.

HONGKONG VOLUNTEERS

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

Rate of Dollar 2/0½ for July.

PARADES.

Monday, 24th inst.:—
7.00 a.m. Signalling Section "C" class on Cricket Ground.
5.00 p.m. Defaulters at Headquarters.

Tuesday, 25th inst.:—
5.10 p.m. Centre Section M. G. Co. at Kowloon Dock, Hongkong residents proceed by launch from Statue Wharf, 4.30 p.m.
5.15 p.m. Left and Right Sections M. G. Co. and Civil Service Co. outside Courts of Justice and proceed by car to Happy Valley.
5.30 p.m. Recruits of all units at Headquarters under Cpl. Grimes.
5.30 Stretcher Bearer Section at Headquarters.
5.30 p.m. Signalling Section "A," "B," and "C" classes at R. A. Theatre.

Wednesday, 26th inst.:—
7.00 a.m. Signalling Section "C" class on Cricket Ground.

Thursday, 27th inst.:—
5.15 p.m. Recruits (except those of Right Section M. G. Co.) at Headquarters under Cpl. Grimes.
5.30 p.m. Signalling Section "A," "B," and "C" classes at R. A. Theatre.

Friday, 28th inst.
5.30 p.m. Recruits of Right Section M. G. Co. at Headquarters.
5.30 p.m. Artillery Battery 10 pr. B. L. gun drill at Gun Club Hill, Sergt. Bradley will attend Hongkong residents' parade at Star Ferry Wharf, Hongkong, 5 p.m.

Saturday, 29th inst.:—
2.30 p.m. Centre Section M. G. Co. Trained Men Musketry Part 1 King's Park Range.

Sunday, 30th inst.:—
9.00 a.m. Civil Service Co. Trained Men Musketry Part 1 King's Park Range.

DETAIL.

On duty Sunday, 23rd inst.—Scouts Co.
On duty Monday, 24th inst.—Scouts Co.
On duty Tuesday, 25th inst.—Scouts Co.
On duty Wednesday, 26th inst.—Centre Section M. G. Co.
On duty Thursday, 27th inst.—Civil Service Co.
On duty Friday, 28th inst.—No. 1 Section Artillery Battery.
On duty Saturday, 29th inst.—Left Section M. G. Co.
Orderly Officer from 23rd to 29th inst.—Lieut. Kennett.
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A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.

VOLUNTEER RESERVES

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.R.

DETAIL.

On duty till the morning of Sunday, 23rd inst.—"B" Company.
Orderly Officer—Lieut. Thomas.
On duty from the morning of Sunday, 23rd inst., to Sunday, 30th inst.—H.K.V.C.
Next for duty—"A" Company.
Orderly Officer—Lieut. Owen Hughes.

PARADES FOR THE WEEK ENDING 29TH JULY.

Monday, 24th inst.:—
Recruits on the Cricket Ground under Drill Instructor Sergt. Oxberry at 5.15 p.m. Dress: Drill order.
Signalling Section on the Cricket Ground under Instructor Sergt. E. V. Mitchelmore at 5.15 p.m. Morse Flag drill. Dress: Clean fatigue.

Tuesday, 25th inst.:—
Mounted Section on the Polo Ground at 5.30 p.m. under Instructor Staff Q.-M. Sergt. Talbot. Dress: Drill order.

Wednesday, 26th inst.:—
"A" and "B" Companys, Kowloon and Taikoo sections and Machine-Gun Section on the Polo Ground at 5.30 p.m. Remainder, including Signalling Section, on the road outside the Law Courts at 5.15 p.m. Dress: Drill order. Signallers will also carry Morse Flags.

Thursday, 27th inst.:—
Recruits on the Cricket Ground under Drill Instructor Sergt. Oxberry at 5.14 p.m. Dress: Drill order.
Machine-Gun Section at Wellington Barracks under Instructor Sergt. Bowles at 5.30 p.m. Dress: Clean fatigue.
Mounted Section on the Polo Ground at 5.30 p.m. under Instructor Staff Q.-M. Sergt. Talbot. Dress: Drill order.

Friday, 28th inst.:—
Signalling Section on the Cricket Ground at 9 p.m. for lamp drill under Instructor Sergt. E. V. Mitchelmore.

Saturday, 29th inst.:—

STRENGTH.

Pte. J. S. C. Morrison having joined is allotted Corps No. 612 and posted to Company "B," Platoon No. VII., Section No. 12.
Pte. J. S. Nicolson having joined is allotted Corps No. 613 and posted to Company "A," Platoon No. I, Section No. 1.

N.C.Os.

The following N.C.Os. passed the required examination in Platoon drill before the Inspecting Officer on Monday, the 17th inst.:—Sergts. C. E. Thomas and A. W. Bliss; Corpls. W. McKay and W. M. Humphreys; Lce.-Corpl. T. Grimshaw.

G. K. H. BRETTON, Capt.,
Adjutant, H.K.V.R.

LETTER FROM KAISER TO KING ALFONSO BY U-BOAT.

A German submarine, the *U. 35*, entered Cartagena harbour on the evening of June 21st and left again at 3 a.m. on June 22nd. It was first reported that she had docked for repairs, but the object of her visit was to convey an autograph letter from the Kaiser to King Alfonso, and to land medical supplies for the Germans from Cameroon now interned in Spain. Allied warships are stated to have been watching for *U. 35* outside territorial waters when she left Cartagena.

LABOUR AND THE STATE.

MR. HUGHES' PARTING WORDS.

THE ABILITY TO GOVERN.

A farewell meeting to Mr. Hughes, arranged by the Dock, Wharf, Riverside, and General Workers' Union and the National Sailors' and Firemen's Union, was held last month in the Public Hall at Canning-town.

Among the speakers was Mr. Ben Tillett, who described the work which Mr. Hughes had done for the workers of Australia. "I like Bill Hughes," he said, "because he takes a big view. He is for a bigger Australia and a bigger Britain. He wants a big life for the big majority and the particular class he represents. Whatever he has been he has stood by his class."

Mr. Hughes, who was received with loud cheers, said that he need hardly say how much pleasure it gave him to address men in an industry with which he had been closely associated during all his public career. He had represented for nearly 22 years a riverside district in Australia; he came before them as an official of trade unionism in Australia and the president of an organization identical with those to which his audience belonged. Australia had seen what a working-class Government was capable of. He did not say that by the election of representatives from the people that they could make a new heaven upon this earth; but he did say that the example of Australia proved conclusively that the working classes were able to govern. He hoped this seed would not be allowed to fall on stony ground. He did not want British workers to strive after vain or impossible things, but they had the right to demand on behalf of Labour a much greater share in the government of the country than had hitherto fallen to Labour.

IDEALS OF THE LABOUR MOVEMENT.

Labour in its ideals desired above all things to create conditions which were compatible with the high state of civilization in which we lived to-day. They wanted to make Great Britain a country for the mass of the people as well as for the few. They did not want to pull down, but they wanted emphatically to build up. (Cheers.) They wanted to create such conditions as would permit the breeding of a virile population, a people inspired by noble ideals, a people able to live as civilized people. If this were done the community would be purged of one half of the evil which now existed and one half of the vices attributed to the working classes, which were really the fruits of the awful environment in which too many of them were compelled to live. The workers did not ask that they should have without giving, but less than a fair remuneration for their labour was not only a wrong inflicted upon the working classes but was a crime, a stimulus to decadence, and was incompatible with the safety of the nation.

Labour had answered nobly to the clarion call of duty in these days, and had flocked to the standards of the Army and Navy. It was carrying out its work in many directions nobly and well. If Labour had its rights it also had its duties, and the working class had shown that they recognized these duties. Under the voluntary system a tremendous Army had sprung up out of the very bosom of peace. Men who yesterday were wrapped in peace and utterly remote from the turmoil of war were now arrayed in battle formation doing their duty, not only well, but effectively. No one ought to despair of a nation which, in spite of environments which made for degeneration, which compelled millions to live under conditions which invited degeneration, had yet triumphed over all. We saw to-day millions of soldiers arrayed resolutely against a determined enemy.

THE ADVANCE OF AUSTRALIA.

Mr. Hughes went on to speak of organized labour in Australia, which had reached, he said, a stage much more highly developed than that attained in England. The progress of Australia had been amazing in the last few years. With regard to the war, Australia had enlisted nearly 300,000 men, had sent her armies 12,000 miles over seas, and had equipped them from head to heel with things made in Australia. The price of liberty was that democracy should be prepared to defend itself, and the Labour Party in Australia in 1905 placed on its programme universal military training. The system had been carried into effect and was now the law of Australia. Australia, like Great Britain, was going to see this struggle with Germany through to the end. Failure on the field of battle meant slamming the gate of their hopes in their faces.

In conclusion Mr. Hughes emphasized the need of organization to meet the problems which will arise after the war. Without organization, he said, there could be no salvation for England and we could not hope to reap the fruits of victory. A place must be prepared for the soldiers who would come back after saving the liberties of the nation, a place must be prepared for those who were working hard in the munition factories and in other ways, and a place must be prepared or the women who had come into industrial and business life. To Labour he would say, "Be up and doing. No one can save you but yourselves."

A resolution welcoming Mr. Hughes, and expressing appreciation of the services he and the Australian people had rendered to the Empire during the period of national peril, was heartily carried. When Mr. Hughes left the hall after the meeting a large crowd which had gathered in the Barking-road sent up a rousing cheer.

EMPEROR OF JAPAN CONGRATULATES RUSSIA.

A Russian official *communiqué* says the Emperor, Supreme Commander-in-Chief, has received the following telegram from the Emperor of Japan:—

"With great pleasure I have received the agreeable news of the glorious victory gained by your valiant Army in Galicia. I hasten to express to your Majesty my most sincere congratulations on the occasion of the high military feat of your Army."—(Signed) YOSHIHITO.

THE ONE PEACE CONDITION.

SIR E. GOSCHEN ON OUR AIMS.

DECISIVE FACTOR OF SEA POWER.

The following letter from Sir Edward Goschen, who was British Ambassador in Berlin from 1908 until the outbreak of war, to an English journalist in Switzerland, was published recently by the *Neue Zürcher Zeitung*. It has appeared throughout the German Press. The letter is dated June 10th.

I have noticed that during the last few months statements have been constantly appearing in the Swiss Press to the effect that Germany is victorious on land and sea, that she is ready to make terms, and that France and Russia are ready to treat with her, but are prevented from doing so by Great Britain.

Although I have retired from public affairs since the bignning of the war and have no official position, I have followed the trend of public opinion very closely; and, as I have the advantage of frequent intercourse with prominent British statesmen and other leaders of public opinion in England, I think I may claim to be conversant with the feelings entertained by our people and their leaders with regard to the course of events in the war and with their attitude towards the peace propaganda in Switzerland, the United States of America, and other neutral countries. I therefore venture to before you a few remarks with the object of making this attitude clear.

The revival of the peace propaganda in question has not passed unnoticed in Great Britain. But it has excited much less interest in this country than it has done in neutral countries, or for that matter in Germany, for the simple reason that Great Britain is at this moment not thinking of peace. That small section of the British people which is in favour of peace is no larger than it was a year ago; it is almost unrepresented in Parliament, and for all practical purposes of government it may be said to be negligible.

The rock on which all such overtures as are now being made must inevitably split is the knowledge, which the British people have, that the objects for which Great Britain entered the war have not yet been attained, and it may be taken as certain that until there is a prospect of their attainment the British people will never tolerate peace, and that no British Government who so much as ventured to discuss it would stand for a moment.

The German Press campaign in neutral countries represents Great Britain as the obstinate partner in a *consortium* sighing for peace. That is a charge which France and Russia may be left to answer—should they think fit to do so.

CONQUERORS AND CONQUERED.

I would, moreover, call your attention to the fact that the German Chancellor has never formulated the peace terms which Germany would be prepared to accept. He appears to think that the *Entente* Powers, having failed as yet to be the conquerors, are accordingly the conquered, and that it is for them to sue for peace. The answer to this claim is ludicrously simple. It is this:—*The Entente Powers do not accept the view that they are conquered.*

That their armies are not at Magdeburg or Breslau, that Belgium and Serbia and considerable portions of France and Russia are in the hands of the enemy is, of course, true. But if territorial acquisitions are, as the German Chancellor still maintains, to be the standard of comparison between the belligerents, it is open to the *Entente* to point out that, while the Central Powers have occupied 110,000 square miles of territory, the *Entente* Powers have occupied 676,000 square miles of territory. The *Entente* Governments have, however, never accepted and will never accept such a standard of comparison. With every month that goes by another, and a truer, standard will automatically force itself on German, and neutral, consideration.

Those who think that reverses weaken British resolution singularly misjudge the British people. Consider the position in which Great Britain stood rather more than a century ago, in 1811. The Power which was then attempting to overturn the Balance of Power and impose upon Europe a military hegemony had to all outward appearance attained its end. Its armies had overrun, not two or three provinces of hostile territory, but the whole of Central Europe, together with the Italian peninsula. It had incorporated within its boundaries, or under its *egis*, Western Germany, Switzerland, Italy, Illyria, Spain. Russia was under French influence. Only Portugal and Turkey on the European Continent were independent of the French Emperor's will, and that merely because it was not his desire at the moment to attack them.

"NOISELESS PRESSURE" OF SEA POWER.

In England there was outspoken criticism of Ministers, criticism far more weighty than any which is now being voiced. The Walchern Expedition had proved a failure, costly both in treasure and lives. Yet in the words of the historian of Sea Power, Mahan:—

"Amid all the tramping to and fro over Europe of the French Armies and their auxiliary legions there went on unceasingly that noiseless pressure on the vitals of France, that compulsion whose silence when once noticed becomes to the observer the most striking and awful mark of the working of Sea Power."

Do Germans, do neutrals suppose that the British people have such short memories that they can forget the story of how the last attempt to dominate Europe was brought by their efforts, by their sea pressure, by their subsidies to an end at Waterloo? If by some miracle every *Entente* gun and every *Enente* soldier were swept out of existence to-morrow, it would still be for the *Entente* Fleet at their good pleasure to determine whether a single German merchant vessel should issue from the Heligoland Bight. They could wither the whole growth of German oversea trade at the root, and put the clock back for Germany to the days more than half a century ago when Germany was a purely agricultural country.

When the consciousness of these things has been brought home to the German people and their rulers, as it will be, they will perhaps be ready to suggest terms which the Powers of the *Entente* can accept. Those terms must include reparation for wrongs committed and provision of means to reconstruct that which the Central Powers have destroyed.

(*Continued on next Column.*)

INVASION OF BELGIUM.

PLANNED MANY YEARS AGO.

Some of the German Press comment on the death of General von Moltke is of considerable interest. The Berlin *Lokalanzeiger* has entirely forgotten the elaborate German fictions about the sudden and imperative need for the invasion of Belgium and about the supposed intentions of France, and calmly writes:—

"In the splendid successes of the first part of the campaign in Belgium and France we can recognize gratefully fruits which were probably in no small measure due to the joint labours of Schlieffen and Moltke—the tremendous march of victory into the heart of France, and the equally tremendous war of resistance against superior enemy force in the enemy's country and not on the Rhine. The roots of the great scheme which—because of the French girdle of fortresses which has still not been overcome—saw salvation in carrying forward our own offensive in the West, may be sought in the mind of the old Moltke; but Schlieffen and the nephew of the strategic genius ripened the seed in wonderful fashion. Belgium alone—the same Belgium which long before the war had concluded an agreement with those who attacked us—supplied the base for this offensive to cover our country in the West."

It will be observed that the casual reference to Belgium's supposed "agreement" with France and England is quite irrelevant, seeing that, to say nothing of the schemes of the elder Moltke, Schlieffen left office 10 years ago, and not even the German Foreign Office will venture to say that Belgium—so aptly described by the Berlin *Lokalanzeiger* as "the only base" for the German plan—was then in league with her present Allies.—*Times.*

BOYCOTT OF GERMAN TRADE.

MR. HUGHES' ADVICE TO WOMEN.

Mr. Hughes, addressing a meeting held under the auspices of the Women's Hotel, dealt with women and trade with Germany. He said, "No one is more able to exercise a potent influence on public opinion than woman, and if you only make up your minds to do so, no shopkeepers dare to expose goods that have been made by the enemy. (Cheers.) If you regard goods made in Germany as anathema, shopkeepers would be very careful what they did. I am sure that even during the war goods are being sold the profits from which are amassing for the benefit of Germany after the war. ("Shame.") In Australia you cannot go into a single shop, whether a drug store, a draper's shop, or anywhere else, and buy anything either made in Germany or made in any other country for the benefit of Germany. (Cheers.) I think what can be done in Australia can be done here. It seems an immoral, monstrous, and criminal thing to have any traffic with the enemy during the war. (Cheers.) I am told that even certain classes of food are being exported from here to Germany. Women must see that this country is purged as clear of German trade as Heaven of the emissaries of hell." (Cheers.)

DOUBLE INCOME-TAX.

PROPOSAL TO ABOLISH IT WITHIN THE EMPIRE.

Upon the consideration in Committee of the House of Commons last month of Clause 28 of the Finance Bill, which gives relief in respect of Colonial income-tax,

Mr. Bryce moved an amendment to prevent the imposition of double income-tax within the Empire for the purposes of the war. It provided that if any person paid a Colonial income-tax imposed for the war he should have the amount deducted from the amount of tax which he paid in this country in respect of the same part of his income. Many companies which earned money in the Oversea Dominions were, owing to this heavy double taxation, removing their head offices from London. The Colonies would also suffer by the withdrawal of British money from investments there. Mr. Hughes had given his warm approbation to the proposals which were embodied in the amendment.

Mr. Montagu said the double income-tax was a very difficult question, the settlement of which had been postponed. This had not always to be regarded as something done for the benefit of our gallant fellow-citizens in Australia or as a boon to 300 million citizens of India. It had not to be forgotten that it was often a much larger boon to the wealthy Australian merchant of the City of London. The loss of revenue had to be apportioned between the Dominions and the Mother Country, and it was obvious that the matter must be submitted to a Colonial conference. Clearly the right course for the House at present was to leave the grievance where it was and avoid any step which would aggravate it. Over a million of revenue had been sacrificed to ensure this end. The hon. gentleman asked the Government to lose a certain revenue of 2½ millions and a prospective revenue of 18½ millions. He was not prepared, pending the sitting of a Colonial conference, to recommend the sacrifice of such a large revenue. By the concession the Government were making they were doing something which was not done by the Dominions which had the same income-tax principle as ourselves—New Zealand and British Columbia, for instance.

On a division, the amendment was rejected by 123 votes to 32, a majority of 96.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong, 5th Sunday after Trinity, 23rd July, 1916. Holy Communion (7.50.) Matins (11 a.m.) Responses, Ferial; Venite, Macfarren; Psalms, of the 23rd morning; Te Deum, Woodward, Smart and Turle; Jubilate, Turle (30th evening; Hymns, 240 and 215. Evensong (5.45 p.m.) Responses, Ferial; Psalms, Towns, Peregrine and Wickes; Magnificat Matthews (6th morning); Nunc Dimittis, Stainer (30th morning; Anthem, "For a small moment,"—Stainer Hymns, 166 and 31. *N.B.*—Psalm 114, verses 1, 2, 5 and 6 G. P. in unison; Psalm 115 verses 1, 9, 12, 16 and 18 in unison; Hymn 165, verses 1, 3 and 5 in unison.

ST. ANDREW'S CHURCH, Kowloon, 23rd July, 5th Sunday after Trinity. Morning Prayer, at 11. Responses, Festal; Venite, 23 d Day; Psalms, As Set; Te Deum, - Jude; Jubilate, Goodson; Hymns, 299, 324 (tune 277 A. and M.) and 330 National Anthem. Evening Prayer, at 6. Responses, Festal; Psalms, Bennett and Wickes; Magnificat, W. A. Chant, No. 398; Nunc Dimittis, W. A. Chant, No. 376; Hymns, 280, 235 and 20; Kyrie, Varley Roberts. National Anthem. Holy Communion at 8 a.m. and after the Evening Service.

ST. PETER'S CHURCH, West Point. Sunday, 23rd July:—8 a.m., Holy Communion. 10.20 a.m., Sunday School. 11 a.m., Morning Prayer and Sermon. Prencher, Rev. E. W. L. Martin.

UNION CHURCH, Kennedy Road. Sunday, 23rd July. Morning Service at 11. Rev. J. Kirk Maconachie. Subject, "Are they few that be Saved?" Evening Service at 6. Rev. H. Carey, of Pohlo.

The PEAK CHURCH Service will be held in the above Church on the Sunday evenings in July, at 6.30. All seats free. The services will be taken by the following:—

July 23rd.—Rev. J. Kirk Maconachie.
July 30th.—Rev. H. Copley Moyle.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Choongpin Chimsaechio	Kuala Lumpur
Gadelius	Soerabaya
Sawtam, 37, Stanley Road ...	Penang
Yechingcheong ...	Chemulpo
Yiekteiling Gungnguong, etc.	
c/o Kwanghienlang ...	Foochow

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Neescongling, Room No. 22, Kwangtaitai Hotel ...	Shanghai
Rajkor, c/o Sich Gurdawara ...	Shanghai
Tongteck	Amoy
Sangabang	Chefoo
Wadaaberiichi, Toyo Kisen Kaisha	Tokio
Hwongchokchan, Kwangyuen	Shanghai
Hajun, Empress Hotel ...	Taingtau

THE BURGLAR'S CHANCE!

Not so long ago a gentleman, in prosecuting a burglar, told the magistrate that he was the most unfortunate person in the world in the way he had had his house broken into. "This is the third time within 18 months," he stated, "that I have been unlucky enough to have a burglar in my house."

The magistrate looked sympathetic, but asked the police the reason why burglars flocked to the house like moths to a candle. A detective quickly explained that it was not the least bit surprising. "The fact is," he declared, "we are always warning him against leaving his windows open and his front door unlatched."

You see what seemed sheer bad luck was wholly the fault of the gentleman who complained. Can't the same thing be said of many sufferers from Indigestion? They persist in neglecting the warnings Nature gives them. By inattention to the most ordinary safeguards, they allow this complaint to get them into its grip. Then they whine about their hard luck.

Of course you can't help but feel sorry for the victims of Indigestion. They rise in the morning tired, and are dull and heavy throughout the day. Their tongues are coated. Food neither tempts the appetite, nor has relish when it is eaten. Most meals are succeeded by the distress of stomach or bowel pains. Frequently sickness follows. There may be the discomfort of flatulence, acidity, or heartburn.

Those are a few of the symptoms when stomach, liver and bowels are allowed to get, and continue, out of order. Be sure of this, every day they are neglected only makes the trouble more serious. Why not keep a tight hand on this burglar of your health by taking Mother Seigel's Syrup? Nearly half a century's success has made its merits as a digestive remedy a household word.

This letter from Mr. G. Petzer, 16, De Beer's Road, East London, Cape Province, on September 3rd, 1914, is a wonderfully fine illustration of the lesson we wish to enforce. He leaves nothing to chance. He has proved the efficacy of Mother Seigel's Syrup, and now always keeps it handy.

"During the past 15 years," he writes, "my digestive system generally has been in a healthy and active condition promoted by a periodical use of Mother Seigel's Syrup. Previous to this, I was for some years a great and almost constant sufferer from indigestion and its attendant ills, the bouts sometimes lasting for weeks together. The pain and misery I experienced can better be imagined than described, but the worst symptoms were loss of appetite, failure to digest what little food I did eat, pains in the chest and stomach, and the accumulation of nauseous winds.

"Naturally, I tried many and various treatments, but as each one proved a failure, I had become so weak and depressed that I was scarcely able to follow my occupation. Luckily, I was induced to give Mother Seigel's Syrup a trial, and the first bottle proved so successful in affording me relief I needed no inducement to continue. Four bottles not only effected a cure, but had renewed my strength and energy to such an extent that I felt quite rejuvenated."

45

At times of crisis it must be Bovril

BRITISH TO THE BACKBONE

1-90

By Appointment to H.M. THE KING.
FIRE ENGINE MAKERS.
MERRYWEATHERS'
Best Quality
CANVAS HOSE PIPES
Two Brands of World-wide Repute:
"DUB-SUB" and "EXTRA DUB-SUB"
Lined with Best Para Rubber when required.
Write for "Hints on Hose" and quotations:—
MERRYWEATHER & SONS, Ltd., Greenwich, London, S.E.

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THE "SWAN"
FOUNTPEN.
NEEDS NO "COAXING"!
It's made right
To write right.
That's why it's the most popular Fountpen.
Does not Leak, Scratch or Dry Up.
Fitted with Gold Iridium Tipped Nib.
WHERE IS YOURS?
TRY ONE NOW!
Sold by
JEWELLERS, STATIONERS AND IMPORTERS.
MABIE, TODD & Co., Manufacturers, LONDON.

USE "SWAN" INK.
CATALOGUE FREE!

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS
S.S. "CHINA"
WILL SAIL FROM HONGKONG FOR
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VIA SHANGHAI, NAGASAKI AND HONOLULU,
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AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.
O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street.
Hongkong, 27th May, 1916. [328

CLARKE'S B. 41. PILLS.
A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.
[39

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS, &c.
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CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &c.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.
A CURE FOR YOU
VERY NEW DRAPES (PASTEL EFFECTS) OF EASY TO TAKE SHAPE AND LASTING CURE.
THERAPION
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
BEWARE OF IMPOSING THERAPIONS.
54

RIGAUD'S
KANANGA
OF JAPAN
TOILET WATER
Beware of imitations.
RIGAUD & Cº
PERFUMERS
8, rue Vivienne, 8
Paris-France

48-6

SHIPPING

ARRIVALS.

ARAKAN, Dutch str., 3,207, S. Van Ronkel, 21st July—San Francisco 20th June, General.—Java-China-Japan Line.

CHENGTU, British str., 1,238, J. Speed, 20th July—Java 6th July, Sugar.—Butterfield & Swire.

EMPRESS OF JAPAN, British str., 3,039, W. Dixon Hopcraft, 21st July—Vancouver 29th June, General.—Canadian Pacific Ocean Service, Ltd.

HAILAR, French str., 307, Alexis, 21st July—Hoihow 18th July, General.—Order.

HANOI, French str., 742, Morran, 21st July—Port Bayard 20th July, General.—A. R. Marty.

PHEMIUS, British str., 4,286, G. W. Long, 21st July—Kutchinotzu 18th July, General.—Butterfield & Swire.

TAISHUN, Chinese str., from Canton, 21st July.

TAMING, British str., 1,356, G. H. Pence father, 21st July—Manila 18th July, General.—Butterfield & Swire.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

July 21st.

LIANGCHOW, British str., for Swatow.
SUNGKIANG, British str., for Hoihow.
TELAMON, British str., for Shanghai.
TAMON MARU, Jap. str., for Hongay.

DEPARTURES.

July 21st.

BRISBANE, British str., for Bangkok.
CASTLEFIELD, British str., Hongay.
CHOYSANG, British str., for Canton.
HAICHING, British str., for Swatow.
RANGOON MARU, Jap. str., for Shanghai.
SHANGHAI, Chinese str., for Hoihow.
TAISHO MARU, Jap. str., for Canton.
TELI, Chinese str., for Saigon.
TENYO MARU, Japanese str., for San Francisco.
TELEMACHUS, British str., for Saigon.
TJIMANOEK, Dutch str., for Batavia.

PASSENGERS.

ARRIVED.

Per *Taming*, from Manila, for Hongkong, Mrs. A. MacAlona, Miss L. Despaques, Capt. and Mrs. Knudsen, Miss M. Rachel, Mr. L. Feldman, Mr. and Mrs. G. Franks, Mr. C. E. Weaks, and Mr. E. A. Gardiner.

VESSELS EXPECTED.

CANADIAN MAIL.

The str. *Empress of Asia* left Vancouver on Thursday, the 13th instant, at noon.

The str. *Empress of Russia* left Kobe on Tuesday, the 18th instant.

MERCHANT STEAMERS.

The E. and A. str. *St. Albans* left Sydney for this port on the 15th instant (*viâ* Queensland ports and Manila), and may be expected to arrive here on or about the 5th August.

The str. *Glengyle* is expected here from London on Sunday, the 23rd instant.

LATEST STEAMER MOVEMENTS.

The C.P.O.S. str. *Empress of Asia* is due to arrive at Yokohama on 24th inst. at noon.

The str. *Sunthir* from Calcutta left Singapore on the 21st instant, a.m., and may be expected here on or about the 27th instant.

WEATHER REPORT

On the 2 st at 11.30.—Pressure has decreased slightly over Tongking. Elsewhere changes since yesterday are small.

The anti-cyclone is now central to the east of Hokkaido.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.15 inch. Total since 1st January, 62.67 inches against an average of 47.11 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	East or variable winds, moderate to light; fine.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks.	The same as No. 1
South coast of China between Hongkong and Hainan ..	The same as No. 1.

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."—*British Weekly.*

Far superior to ordinary guides.—*Daily Chronicle.*

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1s., THE HOTELS OF THE WORLD a Handbook to the leading Hotels throughout the World.

LLANGOLLEN: DARLINGTON & Co., LONDON: SIMPKIN & Co.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	SUWA MARU	Jap. str.	—	T Sekine	[illegible] KAISHA	On 3rd Aug., at Noon
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R	P. & O. S. N. Co	On 11th Aug., at Noon.
LONDON	CITY OF NORWICH	Brit. str	—	...	THE BANK LINE, LIMITED	On 12th Sept.
GENOA & LONDON	GLENGYLE	Brit. str.	—	...	SHEWAN, TOMES & Co.	About End of Aug.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 12th Aug.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	GUJARAT	Brit. str.	—	...	THE BANK LINE LTD.	On 26th inst.
MARSEILLES VIA PORTS	ATLANTIQUE	Fren. str.	—	Charbounel	MESSAGERIES MARITIMES	To-day, at 6 P.M.
VICTORIA & TACOMA VIA MANILA &c.	MEXICO MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 28th inst. at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	KAMAKURA MARU	Jap. str.	—	T. Kusano	NIPPON YUSEN KAISHA	On 8th Aug., at 4 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 12th Sept., at Noon.
NEW YORK VIA SUEZ, DURBA, CAPE TOWN & SANTOS	WAKASA MARU	Jap. str.	—	Itsuno	NIPPON YUSEN KAISHA	Middle of Aug.
BOSTON & NEW YORK VIA PANAMA CANAL	CITY OF NAPLES	Brit. str.	—	Pine	THE BANK LINE, LIMITED	On 12th Aug.
BOSTON & NEW YORK	MUNCASTER CASTLE	Am. str.	—	...	BODWELL & Co., LTD	About 22nd inst.
SAN FARNCSICO VIA NAGASAKI	TJIPKEMBANG	Dut. str.	—	...	JAVA-CHINA-JAPAN LINE	On 11th Aug.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 15th Aug., at Noon.
S AN FARNCISCO VIA S'HAI, NAGASAKI & HONOLULU	CHINA	Am. str.	—	T. H. Robson	CHINA MAIL S.S. Co. LTD.	On 5th Sept.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF JAPAN	Brit. str	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LTD.	On 26th inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LTD.	On 9th Aug.
VANCOUVER VIA SHANGHAI, JAPAN &c.	MONTEAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. LTD	On 30th Aug.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPRESS OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LTD.	On 6th Sept.
AUSTRALIAN PORTS	EASTERN	Brit. str	—	F Carter	GIBB, LIVINGSTON & Co.	To-morrow, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str	—	K. Yoshikawa	NIPPON YUSEN KAISHA	On 15th Aug., 11 A.M.
JAPAN	TJILIWONG	Dut. str	—	...	JAVA-CHINA-JAPAN LINE	On 6th Aug.
KOBE & YOKOHAMA	TENSHIN MARU	Jap. str.	—	Kawai	NIPPON YUSEN KAISHA	On 31st inst.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 12th Aug., at 10 A.M.
TIENTSIN VIA WEIHAIWEI & CHEFOO	CHIPSHING	Brit. str.	—	F. E. Garrett	JARDINE, MATHESON & Co., LTD.	To-morrow, at D'light.
WEIHAIWEI & TIENTSIN	KUSHCHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m	Eedy	BUTTERFIELD & SWIRE	To-morrow at D'light.
SHANGHAI	LUCHOW	Brit. str	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, KOBE & MOJI	SANTHIA	Brit. str.	—	Robertson	DAVID SASSOON Co., LTD.	On 26th inst.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & Co., LTD	On 26th inst., at D'light.
SHANGHAI	CHOYSANG	Brit. str	—	S. Homlwood	JARDINE, MATHESON & Co. LTD.	On 27th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANTUNG	Brit. str	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI & KOBE	KWONGSANG	Brit. str.	—	W. Bickard	JARDINE, MATHESON & Co., LTD	On 28th inst., at D'light.
SHANGHAI, MOJI KOBE & YOKOHAMA	ATHOS	Fren. str	—	...	MESSAGERIES MARITIMES	About 28th inst.
SWATOW	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co. LTD	On 30th inst., at D'light.
SWATOW, AMOY & FOOCHOW	ITO MARU	Jap. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 30th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	TJITAROEM	Dut. str	—	...	JAVA-CHINA-JAPAN LINE	On 30th inst.
SWATOW, AMOY & FOOCHOW	NORE	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 1st Aug.
TAMSUI & KEELUNG VIA SWATOW & AMOY	YETOROFU MARU	Jap. str	—	K. Ogura	NIPPON YUSEN KAISHA	On 11th Aug.
ANPING & TAKAO VIA SAWTOW & AMOY	MALTA	Brit. str	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 14th Aug.
MANILA	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA CEBU & ILOILO	HAITAN	Brit. str	2 h.	J. S. Thomson	DOUGLAS LAPRAIK & Co.	On 25th inst., at 2 P.M.
MANILA	HAIHONG	Brit. str.	2 h.	J. W Evans	DOUGLAS LAPRAIK & Co.	On 28th inst., at 2 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	HAICHING	Brit str	2 h.	W C. Passmore	DOUGLAS LAPRAIK & Co.	On 1st Aug., at 2 P.M.
BOMBAY VIA PENANG, PORT S'HAM, PENANG & COLOMBO	KAIJO MARU	Jap. str	—	Murakami	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 2nd Aug., at 9 A.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	YUENSANG	Brit. str.	—	W Meany	JARDINE, MATHESON & Co. LTD	To-day, at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TAMING	Brit. str.	1 m	S. Torkashie	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LTD.	On 29th inst., at 3 P.M.
SANDAKAN	BOMBAY MARU	Jap. str.	—	Kobayashi	NIPPON YUSEN KAISHA	On 25th inst.
SANDAKAN	INDO MARU	Jap. str.	—	V. Somekawa	OSAKA SHOSEN KAISHA	On 30th inst., at Noon.
BANGKOK	YATSHING	Brit str	—	R. S. Anderson	JARDINE, MATHESON & Co., LTD	On 25th inst., at 3 P.M.
HAIPHONG	JAPAN	Brit. str.	—	G. P. Sedden	DAVID SASSOON & Co., LTD	On 25th inst
	COLOMBO MARU	Jap. str	—	Nomura	NIPPON YUSEN KAISHA	On 30th inst.
	TJILATJAP	Jap. str	—	...	JAVA-CHINA-JAPAN LINE	On 27th inst.
	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LTD	On 28th inst., at Noon.
	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LTD.	On 28th inst., at D'light.
	RUICHOW	Brit. str.	1 m.	Shane	BUTTERFIELD & SWIRE	To-day, at Noon.
	KAIFONG	Brit. str.	1 m	J. B. Evans	BUTTERFIELD & SWIRE	On 27th inst., at 10A M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Saturday, 22nd July, 3 P.M.
* TIENTSIN VIA WEIHAIWEI & CHEFOO	"CHIPSHING"	Sunday, 23rd July, D'light.
*SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Tuesday, 25th July, 3 P.M.
† SHANGHAI	"WINGSANG"	Wed'day, 26th July, D'light.
‡ SANDAKAN	"HINSANG"	Wed'day, 26th July, Noon.
† SHANGHAI	"CHOYSANG"	Thursday, 27th July, D'light.
† SHANGHAI	"KWONGSANG"	Friday, 28th July, D'light.
‡ SANDAKAN	"MAUSANG"	Friday, 28th July, Noon.
* MANILA	"LOONGSANG"	Saturday, 29th July, 3 P.M.
† SHANGHAI	"WOSANG"	Sunday, 30th July, D'light.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning *viâ* Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering). Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 21st July 1916. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

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Telephone No. 215. AGENTS

Hongkong, 16th April, 1915 [24

R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD

FOR	STEAMERS	DATE OF DEPARTURE.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

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Hongkong, 15th April, 1916. 23

CANADIAN PACIFIC OCEAN SERVICES LIMITED

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA" 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.

"MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" 26 JULY	"EMPRESS OF JAPAN" 20 SEPT.
"EMPRESS OF ASIA" ... 9 AUG.	"EMPRESS OF ASIA" ... 4 OCT.
"MONTEAGLE" ... 30 AUG.	
"EMPRESS OF RUSSIA" 6 SEPT.	

* Calls at Moji instead of Nagasaki.

For further information, apply to Company's Agents.

HONGKONG—SHANGHAI—MANILA—KOBE—NAGASAKI—MOJI—YOKOHAMA.

P. D. SUTHERLAND, General Agent, Passenger Department.

J. H. WALLACE, General Agent.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NANKIN Capt. G. Manley,	Noon, 28th July	Direct Service
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE Capt. D Asbury,	About 1st Aug.	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOVARA Capt. H.E. Hetherington, R.N.R.	Noon, 11th Aug.	Connecting at Colombo with Mail s.s. "Kashgar-I-Hind."
SHANGHAI, MOJI KOBE & YOKOHAMA	MALTA Capt. C. C. Talbot, R.N.R.	About 14th Aug.	Direct Service

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office

Hongkong, 19th July, 1916 1

VESSELS ON THE BERTH

HONGKONG—NEW YORK.

FOR BOSTON & NEW YORK.

S.S. "MUNCASTER CASTLE," On or about 22nd July.

It is intended that the above vessel will proceed via Panama Canal.

For Freight and further information, apply to—

DODWELL & Co., LTD., Agents.

Hongkong, 17th July, 1916.

CANADIAN PACIFIC OCEAN SERVICES. LIMITED

(PACIFIC SERVICE).

THE Steamship

"EMPRESS OF JAPAN"

will be despatched from Hongkong at NOON on

WEDNESDAY, 26TH JULY.

for VANCOUVER via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

C. P. O. S., LTD.

Hongkong, 18th July, 1916. [921

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN,"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 28th July, 1916, taking Passengers and Cargo for the above Ports. The s.s. "NANKIN" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the B. I. S. N. Co.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 13th July, 1916. 1

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON.

THE Motor-ship

"GLENGYLE," 9,500 Tons D.W.

will be despatched for the above port about End of August, or beginning of September 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 5th July, 1916. [875

AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship

"CITY OF NAPLES,"

Captain Pine, will be despatched for the above ports on the 12th August, 1916.

For freight and further particulars apply to

THE BANK LINE, LTD., General Agents.

Hongkong, 19th July, 1916. 922

CANADIAN PACIFIC OCEAN SERVICES. LIMITED.

SPECIAL CALL AT SHANGHAI.

THE "EMPRESS OF ASIA," leaving VANCOUVER September 7th, due at HONGKONG September 27th, will make a SPECIAL CALL AT SHANGHAI on or about September 23rd, *en route* to Hongkong via Manila.

J. H. WALLACE, General Agent.

Hongkong, 8th July, 1916. [882

HONGKONG TIDE TABLE.

From 22nd to 28th July, 1916.

Days of Week	Days of Month	HIGH WATER H'kong Mean Time	Height	LOW WATER H'kong Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Satur.	22	m 2 43	5 2	m 9 15	2 9
		3 36 a	4 4	b 49 a	2 8
Sun.	23	m 3 39	5 5	m 11 0	2 7
		5 20 a	3 9	9 31 a	3 3
Mon.	24	m 4 32	5 8	0 36 a	2 2
		7 8 a	3 7	10 17 a	3 5
Tues.	25	m 5 26	6 1	1 27 a	1 8
		8 38 a	3 8	11 42 a	3 6
Wed.	26	m 6 19	6 5	2 7 a	1 4
		9 24 a	3 9		
Thurs.	27	m 7 8	6 7	m 0 15	3 6
		9 7 a	3 9	2 44 a	1 0
Fri.	28	m 7 4	7 0	1 10	3 5
		b 21 a	4 0	3 19 a	0 6

SENSATIONAL ROBBERY FROM AN EUROPEAN LADY

ATTACKED ON BOWEN ROAD.

ASSAILANTS COMMITTED FOR TRIAL.

The two Chinese who were arrested in connection with the sensational attack upon an European lady in Bowen Road on the 13th inst. were charged before Mr. Wood at the Hongkong Police Court yesterday. The victim of the attack was Mrs. Adene Coulson, wife of Mr. G. B. Coulson, Station Superintendent of the Hongkong Electric Company, and the men were charged with robbery with violence on the highway. The robbery consisted of a gold wrist bracelet and watch and two hat-pins, of the total value of $100; and to effect the robbery the men dragged Mrs. Coulson to the ground and also threw pepper in her face.

A Chinese constable proved the arrest of one of the men. He said that at about 11.45 a.m., on July 13th, he saw one of the prisoners go into a pawn shop at 185, Queen's Road Central, and subsequently he arrested him in the pawn shop. Witness was shown the gold wrist watch and bracelet produced by a foki in the shop, who said that there had been a report that the articles had been stolen, and he asked witness to arrest the man. This he did, bringing the man to the Central Police Station.

Mr. E. R. Dovey, Assistant Government Analyst, spoke to finding traces of pepper on the coat of one of the prisoners which was sent to him.

Detective Sergt. Cockle proved the arrest of the second prisoner. He said that he went, in company with the other prisoner who was arrested by the Chinese constable, to the Bowrington Canal. When twenty-five yards from the Police Recreation Ground the prisoner who was with witness pointed out his accomplice, who was lying on the inside of the hedge which ran alongside the Police Recreation Ground. When witness and the other constables who accompanied him got to within three yards of the second man he jumped up and was promptly arrested. Witness took off the prisoner's jacket, which had a faint smell of pepper about it, and then conveyed the man to the Central Police Station. On one of the men witness found a pawn ticket which related to the pawning of a watch.

Inspector Kent said that Mrs. Coulson would say that the man who had this pawn ticket was in possession of the watch (produced) at the time of the robbery. The watch had nothing to do with the present case, but it had been pawned by one of the prisoners.

An interpreter at the Central Police Station said that when charged the first prisoner said, "I went with him (second prisoner) at the same time. He laid hands on her. I did not lay hands on her. He snatched the watch and gave it to me to take to pawn."

The second prisoner, when charged, said, "I did not snatch the watch from the European lady. I did not assault her. He (the other prisoner) assaulted her and snatched her watch from her."

Mrs. Coulson said that on the morning of the affair she was walking along Bowen Road about 10.30. When nearing the filter beds she saw the two men leaving some railings. They were standing apart, and when she had passed the smaller of the two men the bigger one seemed to make a signal by holding up a watch—the one which had been previously produced—to his ear. Then the smaller of the two men came up to her from behind, put his hand on her throat, and pulled her to the ground, and pepper was thrown in her face. One of the men also snatched the bangle and watch from her wrist and then they both ran away in the direction of Happy Valley. When she had recovered from the shock she found that her two hat-pins were missing. She went to a telephone at the filter beds and informed the police of what had happened, and subsequently her husband also telephoned the police. Mrs. Coulson added that she had no doubt that the two men in the dock were those who had attacked her; she identified them on the day following the assault. Complainant added that she resisted the men by poking at them with her sunshade, which was broken in the struggle. The men did not attempt to take the rings from her fingers. She believed that it was the smaller of the men who wrenched the watch from her wrist, and it was he who sprang at her throat and pulled her down.

The prisoners were committed to take their trial at the next Quarter Sessions.

AN OPIUM "SMUGGLER."

At the Kowloon railway station on Thursday a Chinese was found in possession of some bars of soap in which were secreted tins similar to those used for opium by the French Government at Saigon. The man was apprehended by the police for having in his possession 11 taels of opium, and he did not deny the offence. The eleven small tins were subsequently sent to the Government Analyst for the contents to be analysed, but, to the surprise of the analyst, they were found to contain only a tael of lead each, and they were accordingly returned to the Police. When the man in whose possession the tins had been found was informed of what they contained, he stated that he had bought them as tins of opium, and had therefore been cheated by the seller.

The man was allowed to go.

TERROR TO HONGKONG MOTORISTS.

WELL-KNOWN GARAGE PROPRIETOR AND AN INDIAN SERGEANT.

A certain Indian Police Sergeant who patrols the Jubilee Road district is rapidly developing into a real terror to motorists who are apt to forget the rules of the road. He invariably has several prosecutions each week, and yesterday at the Hongkong Police Court, this same Indian Sergeant prosecuted Mr. Lauretsen, proprietor of the Dragon Cycle Company, and the pioneer of motoring in the Colony. The charges preferred against Mr. Lauretsen were that he did not sound his horn when approaching a certain corner on the Jubilee Road on the night of July 15th, and that he refused to produce his driver's licence for inspection and also refused to give the Sergeant his name.

Defendant denied the first charge; but said that the Sergeant did not ask him for his licence, but admitted that he refused to give his name. The reason for this was that the number of his car, No. 10, was quite sufficient for the Sergeant.

The Indian Sergeant, in his evidence, spoke to seeing the car approach the corner, but said that he did not hear the horn sounded. He stopped the car and asked the driver (Mr. Lauretsen) why he did not sound his horn. The driver replied, "I don't know." Witness then asked him for his name, but the driver refused to give it. Witness also asked the driver for his licence, but he refused to show it. The driver said to him "You summons me first and then see what I shall do with you." When asked for his name the driver said, "You will know my name afterwards." Subsequently, when witness telephoned to defendant, he said, "You come to my house and get my name."

Mr. Lauretsen said that at the time he had with him in the car his wife, a friend of his wife, and a gentleman; and he did not think the Sergeant had any right to hold him up. Two days previous to the affair one of his drivers had been summoned for going round the same corner without sounding his horn, and when he (Mr. Lauretsen) was approaching it he remarked to the gentleman who was sitting in front of the car with him. "I won't be fined for going round this corner without sounding my horn." The horn was sounded several times when approaching the corner and also after he had rounded the bend. Anyone half a mile away could have heard the horn.

The Magistrate (Mr. Orme)—Then do you say that the Sergeant must have been asleep. Did you run into him? (Laughter.)

Mr. Lauretsen—He was not on the road; he came down the bank at the side of the road. He slid down the bank and nearly fell down when he got into the roadway. I saw him a long time before I got to him. Mr. Lauretsen added that even if he had sounded his horn he would not have been in the wrong, because the Ordinance said that the horn was to be sounded only when it was "necessary and desirable."

Inspector Garrod said there was no real need to sound the horn when rounding the corner concerned, but the regulations said that the horn had to be sounded.

The Magistrate—You were at fault, Mr. Lauretsen, in not giving your name. I suppose you were annoyed?

Mr. Lauretsen—I was rather annoyed. If it had been an European officer I would have given him any information he wanted. In the first place, it was impudence on the part of the Sergeant to stop the car, as I had guests in it. There was no reason for it, and he really had no right to stop me.

Inspector Garrod said that Mr. Lauretsen did not give the Police much trouble, in fact he had often assisted them. He assisted the police only two days ago, even when the summons had been issued against him. "He is a little gingery at times," added the Inspector, "and likely to get 'up the pole' quickly." (Laughter.)

With regard to the first charge, defendant was cautioned, but for refusing to give his name he was ordered to pay $10.

TENNIS LEAGUE.

CHINESE RECREATION CLUB v. UNIVERSITY.

This fixture in the "A" Division of the League, which was postponed from June 24th, was played off yesterday on the Chinese Recreation Ground and resulted in a win for the Chinese R.C. by 85 games to 14.

Ng Sze Kwong and Wong Po Keung beat C. H. Cheung and Y. C. Yen 11-0; Shann and Woon 11-0; and Marley and Ang 11-0.

Wong Po Kie and Un Hew Fan beat C. H. Cheung and Y. C. Yen 9-2; Shann and Woon 10-1; and Marley and Ang 10-1.

Lo Man Pan and Yew Man Chung beat C. H. Cheung and Y. C. Yen 6-5; Shann and Woon 7-4; and Marley and Ang 10-1.

HONGKONG MAGISTRACY.

SHARK'S FINS.

A coolie employed at Cooper's godowns, Ting Lok Lane, was leaving his work yesterday when he was found to have concealed about his clothing a quantity of shark's fins. He was sentenced to one month's hard labour and four hours' stocks.

THEFT OF NAVAL BRASS.

A day coolie employed at the Naval Yard was leaving work on Thursday when a search revealed the fact that he had a quantity of brass concealed in a girdle round his waist. A previous conviction was proved, and sentence of three months' hard labour and four hours' stocks was imposed.

KIDNAPPED.

A Chinese boy was stolen from a shop at Yaumati on June 20th, and subsequent searching was without avail. A man and woman were arrested in connection with the affair a few weeks ago, and were remanded for enquiries to be made. In the interim the parents of the missing boy went into the country, and at a place beyond Kongmoon they found their missing son, bringing him back to the Colony on Thursday.

Yesterday Mr. Wood remanded the man and woman in police custody on a charge of kidnapping the boy.

SMALL FRY.

Taking advantage of the absence of the housewife, who was working in her garden at Kowloon, a Chinese entered her residence, which was only a matshed, with the object of looting. After turning over boxes and generally ransacking the place the robber discovered that he had misjudged his quarry, but in order to make his visit not altogether unproductive he purloined the quilt from the bed. As he was leaving the matshed with the quilt in his possession the woman returned. On seeing her the man ran away, but he was eventually caught by another man. Mr. Wood passed sentenced of one month's hard labour and four hours' stocks.

THEFT OF ELECTRIC FITTINGS.

An assistant godown-keeper, a Chinese, who has been in the employ of the General Electric Company for about five years, was charged with the theft of a quantity of electric fittings belonging to the Company.

A lukong saw the man in Connaught Road Central, and noticed the fittings in his pockets and also tied round his waist. When apprehended the man offered the lukong a dollar if he would allow him to go. The lukong refused to do this, and took the man to the Police Station.

Replying to Mr. Orme, defendant said that he spent his wages and he intended selling the fittings, etc., for the purpose of buying food.

Sentence of three months' hard labour was passed.

HONGKONG VOLUNTEER MENTIONED IN DESPATCHES.

The *London Gazette* announces that Second-Lieutenant (Temporary Lieutenant) E. F. Orchard, 8th Liverpool Territorials, has been mentioned in despatches for gallantry and special conduct on the field.

Lieutenant Orchard, who was formerly with Messrs. Lane, Crawford & Co. in Hongkong, and was a member of the local Volunteers, is very well known in the Colony, and his many friends will be pleased to hear that he has so distinguished himself.

RANSOMED FROM ROBBERS.

CANADIAN MISSIONARY'S EXPERIENCE IN SZECHUEN.

The Rev. E. W. Wallace, of the Chengtu Christian University, who was captured by robbers, has been ransomed by local officials at Yungchow, near Chungking (says the correspondent of the *N.-C. Daily News*.)

Yunnanese troops have entered Lueichang *en-route* to Tzechow.

Mr. Wallace is one of the workers of the Canadian Methodist Mission which during the past few years has become of importance in Szechuen. The Chengtau University is a union university, each mission having its college, and as it is situated outside the city it would be a comparatively easy matter for robbers to capture one of the staff, such an occurrence being not uncommon. It is probable that Mr. Wallace was held for a few days only—probably no longer than the time occupied in the journey down to the point where he was released. The China Inland Mission, which is always well posted on happenings in Szechuen, had no knowledge of Mr. Wallace's capture.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth, in their weekly share report, dated the 21st July, 1916, state:—

Since the issue of our last report on the 12th instant the local market has ruled generally firm with more enquiry for investment account passing. Shipping, Dock and Wharf shares have again been the medium of a fair business, and in the majority of stocks prices close round about last week's quotations. The Shanghai market still remains very quiet, and prices are practically unchanged since our last advices. The Rubber market has slightly improved, there being a little more enquiry for Singapore stocks. Bar Silver is to-day quoted at 29⅝d, Sterling T.T. at 2/0⅝, Shanghai T.T. at 72½ and Singapore T.T. at 87⅝. The Bank's buying rate for 4 days' bills on Shanghai stands at 73½.

Banks have kept steady at $770, at which sales have been made and the market closes with a nominal quotation of $770.

Marine Insurances.—There has been more business in this market. Unions have improved from $910 to $925 with sales at intervening prices, and market is now firm with buyers at $925. Cantons have been done at $395 and close nominal at that figure. Yangtszes are inquired for from the North at $262½ at ex. 7s. North Chinas remain nominal at Tls. 162½.

Fire Insurances.—Sales are reported in Hongkong Fires at $370 and $380. The closing price is $380 nominal. China Fires are also nominal $154 in sympathy with Unions.

Shipping.—Douglases improved early in the week and sales were reported at from $135 to $136½, but market is now rather quieter, with sellers at $136. Indo-China Deferred have been done at $131½ and $132 cash and close with buyers at $131½ and corresponding rates forward. Steamboats are wanted at $21½. Star Ferries have come to business at $35, at which rate there are probable sellers.

Oils.—Shells have been done at gradually improving prices up to 105/- and the market closes with this as the nominal quotation. Langkats are wanted at Tls. 26⅜. Ural Caspians are nominally 35/6.

Refineries.—This has been a better market. China Sugars were done at $119 and $118 and close with buyers at the latter figure. Malabons have been in considerable demand and a good business has been done from $37½ up to $39, at which there are probable buyers.

Mining.—There are no sales reported and prices are quite unaltered.

Docks, Wharves and Godowns.—A good business has been done in Hongkong and Whampoa Docks up to $127½, but price closes rather under the top at $126 buyers. Kowloon Godowns were sold up to $84½, since which they have weakened to a nominal quotation of $83, Shanghai Docks are rather lower at Tls. 80 nominal, Hongkew Wharves are unaltered at Tls. 82 nominal.

Lands, Hotels and Buildings.—Sales of Hongkong Lands were reported up to $105, and after sales at $104½ and $104 they close at $104 nominal. Central Estates are unchanged at $97 nominal, as are West Points at $88 ex the interim dividend of $2. Hotels have steadily improved to a buying quotation of $112, Humphreys' Estates are wanted at $6.60, Kowloon Lands are nominal at $38.

Cotton Mills have been quiet. Sales of Ewos are reported at Tls. 135, and Kung Yiks at Tls. 12, at which rates there are buyers in the North, also of Shanghai Cottons at Tls. 80, and Yangtszepoos at Tls. 5.

Miscellaneous.—There has been more enquiry in this market. China Lights have been sold at $4.50, and there are now buyers reported at $4.65. China Providents are wanted at $8.40. Ropes, after sales at $32½ and $33, are wanted at $32. Cements have been done in some quantity from $9.35 up to $9.50, and more shares could probably be placed. Electrics have not maintained the rise of last week, but are wanted at $47½. Hongkong Tramways close at $6.85 buyers, and Union Waterboats show a slight improvement at $14½ buyers. Dairy Farms have advanced to $27, at which they are wanted. Watsons and Powells are unchanged at $6¾ nominal.

Memo.—Next Settlement Day, 28th July.

FAR EASTERN MEN AND THE WAR.

Lieutenant H. C. Barton Way, eldest son of Mr. and Mrs. T. L. Way, was gazetted A.D.C. to General —— at Divisional Headquarters, France, on February 10th last. He left Tientsin October, 1914, to join the colours. Mr. Way, sen., is Secretary of the Taku Tug and Lighter Co., Ltd., Tientsin, North China.

Captain H. P. C. Perry-Ayscough, Royal Irish Rifles, reported "wounded and missing," has not been heard of since September 25th, when he was seen leading his men towards the enemy's parapet. A brother-officer reports that "he was seen to go over the parapet and then fall." Previous to the war Captain Perry-Ayscough was officiating secretary in charge of the postal supply department at Peking. After seven years' service he obtained a year's leave and travelled through Mongolia with Captain Otter-Barry, with whom as joint author he brought out "With the Russians in Mongolia." From China, whither he had returned early in 1914, he came home on the outbreak of the war, and joined the Connaught Rangers as captain. Invalided from the front, he spent a long time in hospital at Boulogne, and then came home to recruit. He subsequently rejoined his regiment, and in September was sent to the front.

INTIMATIONS

LANE, CRAWFORD & Co.

Telephone 1741.

NEW SEASON'S TEA.

A 5 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt the Finest Blend of TEA at the Price to be had in China.

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THIS FINE SPECIALLY BLENDED

HANKOW TEA.

PRICES:—Including Freight, Duty Delivery and Insurance to any address in the United Kingdom:

Per 5 Catty Box, $13.00.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	11.00
Single Fare by Day Steamer	5.00
Return " "	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 22ND JULY, 1916.

8 a.m. *HONAM* | 8 a.m. *HEUNGSHAN.*
10 p.m. *HEUNGSHAN.* | 5 p.m. *KINSHAN.*

SUNDAY, 23RD JULY, 1916.

10 p.m. *FATSHAN.* | 5 p.m. *HEUNGSHAN.*

HONGKONG-MACAO LINE.

S.S. *TAISHAN*, Tons 2,000. | S.S. *SUI TAI*, Tons 1,631.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 23RD JULY, 1916

The Company's New Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 1 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINAS TEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Both trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Chinese accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.,
Hotel Mansions (First Floor), opposite the Blake Pier. 139

The Best American Make

ARROW COLLARS

If you ask for Arrow Collars you will get the best in style, quality and fit.

B. MONTIETH WEBB & CO.,
Hongkong,
China Agents.

[324-2

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.,
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Telegrams, "Keymer, London." Est. 1664
63

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 24th day of July, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND above Kennedy Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale. Registry No.	Locality.	Boundary Measurements (Approximate).	Contents in Square feet.	Annual Rent.	Upset Price.
		N. S. E. W.		$	$
1	Garden Lot No. 2, South Lindsay Lot, adjoining Lot No. 1, Kennedy Road.	4 feet, feet, feet, feet. As per sale plan.	3,315 (about)	8	166

Hongkong, 21st July, 1916. [931

NOTICE TO CONSIGNEES

JAVA-PACIFIC LIJN.

THE Steamship

"ARAKAN,"

having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Aug., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th July by the Company's surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
Managing Agents.
JAVA-PACIFIC LIJN

Hongkong, 21st July, 1916. [932

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE and HALF DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1916. [895

HONGKONG TRAMWAY COMPANY, LIMITED

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND at the Rate of 7 per cent. for the Half-Year ended 30th June, 1916, has been declared. The Dividend will be Payable on and after WEDNESDAY, the 13th day of September, 1916, to Shareholders on the Register on MONDAY, the 31st day of July, 1916, and will be paid to Shareholders on the Colonial (Hongkong) Register at exchange of 2/1½ per Dollar.

By Order of the Board.
W. E. ROBERTS,
Secretary.

Hongkong, 17th July, 1916. [917

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

ON FRIDAY,

the 28th day of July, 1916, at 3 o'clock in the afternoon at their Sale Rooms, Ice House Street, Victoria, Hongkong,

The following very desirable residential Property at the Peak:

situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel,

Being RURAL BUILDING LOT No. 78, and known by the name of "TREVERBYN."

The property is held under Crown Lease and contains an area of 44,604 square feet.

For further particulars and conditions of sale apply to:—

MESSRS. HASTINGS & HASTINGS,
Vendor's Solicitors,
No. 8, Des Voeux Road Central,
or to
MESSRS. HUGHES & HOUGH,
The Auctioneers.

Hongkong, 10th July, 1916. [892

FOR SALE.

ONE 3½ ins. NEW TYPE TAPPET STEAM ROCK-DRILL complete with Numerous Spares, also ONE STEEL VERTICAL TUBE BOILER, with all Fittings, Working Pressure 80 lbs. per square inch, mounted on trolley.

For full particulars apply—
GILMAN & Co.
[896

FOR SALE.

ONE 10½ B.H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.

ALSO ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.

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A SMALL GODOWN in PRINCE'S BUILDING.

For particulars, etc., apply—
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From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.

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SHEWAN, TOMES & Co.
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"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.

Apply—
M. J. D. STEPHENS,
18, Bank Buildings
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A HOUSE, in Observatory Villas, Kowloon.

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14, Des Voeux Road.
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OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

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CHINA FIRE INSURANCE Co., LTD.
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NO. 4, DES VOEUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

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OFFICES in Princes' Building.

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SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co
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OFFICES at 2, Connaught Road.

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HOUSE in CLIFTON GARDENS, Conduit Road.

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TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

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BEAUTIFUL SITUATION. Every convenience.

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1915

REVISED BY THE MEMBERS.

PRICE ... ... $5.

DAILY PRESS OFFICE

Hongkong, 25th February, 1916.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA,"

Arrived Hongkong on 15th July, 1916, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Kaisar"-I-Hind."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised, No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.

Hongkong, 18th July, 1916 [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI,"

Arrived Hongkong on 17th July, 1916, FROM LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.

Hongkong, 17th July, 1916. [1

S.S. "POLYNESIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 22nd July, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th July, or they will not be recognized.

All damaged packages will be examined on FRIDAY, the 21st July, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 16th July, 1916. [2

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th July, 1916. [928

FORTHCOMING EVENTS.

TO-NIGHT

9 p.m.—Night Fete at the V.R.C.

9.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal.—"Grand Variety Entertainment."

9.15 p.m.—"The Palisade," at Kowloon.

Monday, 24th July:—

3 p.m.—Auction of Crown Land at Public Works Dept.

9.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal.—"The Belle of New York."

INTIMATION

WATSON'S

E

OLD BROWN BRANDY

THE PEG O' MY HEART.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS

HONGKONG.

TELEPHONE 616.

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The Daily Press.

HONGKONG, 22ND JULY, 1916.

LABOUR AND THE WAR.

THE working-man has often been adversely criticised on account of his attitude towards his employers during the present war. When he has asked for an advance in wages to meet the steadily increasing cost of living he has been accused of selfishly taking advantage of the abnormal shortage in the labour market. If, in some instances, he has gone on strike to enforce his demands he has been condemned as a traitor, utterly regardless of his country's interest, and willing to bring about industrial chaos at a time when it is of vital importance that the output of our factories should be maintained at the highest possible level. It has never been easy to give full credence to these statements, because this is a war in which all that democracy holds dear is at stake, and we should have to assume that the working-man was not only a rogue but a fool. We should be forced to the conclusion, also, that he was callously indifferent to the fate of his mates in the trenches, and therefore not merely un-English but inhuman. Such a representation of the situation, if true, would mean that the majority of the inhabitants of the British Isles were not in sympathy with the war, whereas the fact is that in no previous campaign has the nation been so united. For these reasons we think that those who have been so ready to decry the working-man have—unconsciously, of course—performed a poor service to their country by assisting the German Government to mislead the masses into the belief that the British nation is divided against itself. If at the outset of the war Labour failed to appreciate the magnitude of the struggle in which we were engaged, the fault for this lay with those who prated about "Business as usual," and kept the people in the dark as to what was happening at the Front. Since those days the veil has been lifted with most beneficial results. Certainly present conditions support the belief that the working-man is not so black as he has been painted. The charges of extravagance which have been levelled against the wage-earner to whom the war has brought increased earnings is not, it must be admitted, without justification, but the worker could hardly be expected to make sacrifices, or to restrain a natural inclination to enjoy himself when the opportunity offered, if those in high places, to whom he might reasonably look for an example, showed no great tendency to curb their own expenditure. The preaching, of which there was a great deal, failed in its effect because in so many cases it was not allied with practice, and the working-man is quite alert enough to detect the inconsistency in those who point out to him the road he should travel and carefully avoid it themselves. It was only human nature that the men who were producing the wealth should desire to participate in the excess profits which their labour yielded in many industries, and that there should be a feeling of resentment at being deprived of that which they imagined to be their just due. If the Government had taken a definite stand over the question of excess war-profits from the first, it is more than likely that there would have been far less unrest. If it had been clearly explained to the men in South Wales and on the Clyde that the safety of our armies depended upon their efforts, and that their extra labour did not mean simply the enrichment of a few individuals, any cry for the cessation of work, raised through the agency of German propagandists, would have been speedily silenced. This much seems to be proved by the healthier tone which now prevails in all our great industrial centres. The men know that the country is depending upon them and they are giving of their best. If selfish interests alone had prevailed, the Compulsory Service Act would never have become law, for by no stretch of the imagination can the democracy be said to be enamoured of conscription. The Act, however, was accepted almost without demur as soon as the need for it was made evident. Trades Union rules have been suspended by agreement, and, now, holidays are being cheerfully postponed. To General Sir DOUGLAS HAIG'S appeal, a conference of Trades Unionists responded that not only should the supply of munitions be maintained, but it should be increased in every possible way. The labouring classes have always provided their full quota of men to the Army and Navy, and there was no holding back—except, perhaps, in the slow moving agricultural districts—when Lord KITCHENER called for recruits. Their record as a class is a good one, and their patriotism has been abundantly proved. They deserve well of the country, and their services are entitled to generous recognition. In this war one spirit animates all classes, and that is, the determination to shrink from no sacrifice necessary to secure a decisive victory over the enemy as a means to an enduring peace.

Mr. Cheale, of Lyeemun Barracks, has reported the theft of a gold wrist watch belonging to his wife, valued at $50.

It is reported that Sir John Jordan, British Minister to China, will leave for home in the early part of September.

Among those who returned to the Colony yesterday were Mr. and Mrs. H. W. Looker, and Dr. and Mrs. Stedman and child.

Lieut.-Commander Sir E. G. Chichester, R.N., who has been appointed to the *President*, served on the China Station some years ago.

The total output of the Kailan Mining administration's mines for the week ending 8th July, 1916, amounted to 48,211 tons and the sales to 52,007 tons.

Rear-Admiral Rowland Nugent, who has just been advanced to flag rank, commanded the gunboat *Algerine* in the Pacific for a commission. The *Algerine* was a long time in the Hongkong reserve.

Sir W. Taylor, formerly Resident-General, Federated Malay States, has been designated by the Secretary of State for the Colonies a member of the Executive Council appointed under section 2 (4) of the Imperial Institute (Management) Act, 1916, for the purpose of carrying on the management of the Imperial Institute.

It is announced that, acting under doctor's orders, the Bishop of Labuan and Sarawak has resigned his See.

Among the Wranglers in the Mathematical Tripos List, issued at Cambridge on June 15th, is Mr. S. Pollard (Trinity College), who was born in 1894, at Tongchuan Fu, Yunnan.

We learn (says the *Peking Daily Press*) that Messrs. Thos. Cook & Son have appointed J. Greene Chief Agent for China and Japan, with his headquarters at Shanghai, and his place at Yokohama will be taken by Mr. Edgar.

The engagement is announced of Miss Hilda Way, eldest daughter of Mr. and Mrs. Way, Tientsin, to Lieutenant Hayes A. C. Kroner, 15th, Infantry Regiment, United States Army, now stationed in North China. The marriage will take place early in September.

In the senior magistrate's court at Singapore, last week, the Nanyang Marine and Fire Insurance and Exchange Company of Hongkong, Ltd., was summoned for not filing a certified copy of its memorandum and articles of association. A fine of $50 and costs was inflicted.

When a junk was lying off Tytamtuk it was approached by a small boat which was manned by seven men all armed with swords. These men attacked the junk for the purpose of robbing it, but were beaten off, the casualties on the junk being one woman and a child wounded. The police are making inquiries.

Viscount Chinda, who succeeds the Marquis Inouyé as Japanese Ambassador in London, graduated at an American University, and, after several years spent in the Foreign Office at Tokyo, was appointed in 1890 Consul at San Francisco. He afterwards served as Consul-General at Shanghai, Minister to Brazil, and Minister at The Hague. In 1900 he was sent as Envoy Extraordinary and Minister Plenipotentiary to Washington.

FAULTY WEIGHTS AND MEASURES.

HOW HONGKONG PURCHASERS ARE DEFRAUDED.

Recently the Hongkong Police have instituted a campaign against defective weights and measures, and quite a number of cases of discrepancy have been discovered. At the Police Court yesterday Inspector Terrett summoned several shop-keepers for using faulty scales and measures.

In a Chinese draper's shop in Gage Street the Inspector found a "yard" measure which was more than half an inch below standard, and it was the only measure in the shop. The shop-keeper told the Magistrate that he did not use the measure produced, but Inspector Terrett informed Mr. Orme that when he was walking out of the shop with the measure in his possession the shop-keeper exclaimed: "What do you want to take my measure away for, I shall not have anything to measure with now."

This defendant was fined $40.

By attaching two cash to his *ching* (Chinese scales) a shop-keeper of 27, Hollywood Road was able to defraud each purchaser at the rate of two per cent. Inspector Terrett said the cash had been deliberately attached to the scales, and that his suspicions were always aroused when he saw cash hanging to scales.

A fine of $25 was imposed.

Another Hollywood Road shop-keeper was found to be using scales which went against the purchaser to the extent of 6½ per cent. Inspector Terrett said this man used "family scales," a wrong thing for a shop-man to do, as the springs weakened. This defendant was fined $35, and another user of "family scales," who also defrauded each purchaser of 6½ per cent., was ordered to pay a similar fine.

Fines of $20 and $30 were imposed upon shop-keepers whose scales were in their own favour to the extent of three per cent.

By way of variety another Chinese shop-keeper was informed that his scales went against himself to the extent of one and three-tenths per cent. "I did not know that," exclaimed the shop-keeper with evident regret. "Oh, I am sorry," said Mr. Orme, amid laughter. No fine was imposed in this case.

FATAL ACCIDENT TO MR. IAN CARMICHAEL.

News was received in the Colony yesterday to the effect that Mr. Ian Carmichael, only son of Mr. H. F. Carmichael, of Messrs. Carmichael & Clarke, had been killed in a seaplane accident. The deceased, who was attached to the Royal Flying Corps, was born in Hongkong in October, 1894, and much sympathy will be extended to Mr. and Mrs. Carmichael in their tragic bereavement.

The scanty information obtainable points to the fact that the deceased apparently lost his life as the result of an accident to a seaplane of which he was in charge.

THE WAR.

BRITISH GAIN MORE GROUND.

FRENCH CAPTURE TRENCHES.

REPORTED NAVAL BATTLE IN BALTIC.

MESOPOTAMIA AND DARDANELLES INQUIRY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH PUSH FORWARD.

LONDON, July 20th.

General Sir Douglas Haig, in a *communiqué*, states:—A little more ground has been gained at Delville Wood and Longueval.

North of Longueval and Bazentin our line has been pushed forward.

East of the Leipzig Redoubt an advance has been made by bombing parties.

BRITISH CASUALTIES.

WOUNDED OFFICERS' OPTIMISM.

LONDON, July 21st.

Wounded British officers emphasise that though our casualty lists are big we are gaining on the balance all the time, not only in ground but enormously in man-power and *morale*.

"Our chaps," they say, "are in better heart to-day than ever. On the present relation of gains to losses, if our casualties were ten times what they are, the war would be over before the end of the summer, and Germany would be down and out. Moreover, a big lot of our casualties will be fit to fight in a month."

FRENCH CARRY ENEMY TRENCHES.

PARIS, July 20th.

A *communiqué* states:—We carried enemy trenches between Hardecourt Hill and the Somme, and extended our line eastward of Hardecourt for a considerable distance along the narrow-guage railway from Combles towards Clery. So far we have prisonered 400 here.

We captured the whole of the enemy first-line trenches between Barleux and Soyecourt.

A German aeroplane was felled in the Somme area.

PROGRESS AT VERDUN.

PARIS, July 20th.

We progressed west of Thiaumont.

We carried a strong enemy work south of Fleury, and prisonered 150.

A German aeroplane was felled in the Verdun area.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS ADVANCING IN CAUCASUS.

PETROGRAD, July 21st.

A *communiqué* states:—There have been violent artillery duels on the Dvina and Volhynia fronts.

In the Caucasus, the successful offensive on the right wing continues. Some of our detachments have advanced over ten miles.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

NO CHANGE IN MESOPOTAMIA.

LONDON, July 20th.

It is officially announced that the situation in Mesopotamia is unchanged.

The temperature is 120 degs. in the shade.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

REPORTED NAVAL BATTLE IN THE BALTIC.

COPENHAGEN, July 20th.

It is believed that a naval battle took place on Wednesday night in the Baltic.

Cannonading was heard throughout the night, disappearing southwards, indicating that the Russians were driving the Germans.

GENERAL.

[THROUGH REUTER'S AGENCY.]

DARDANELLES AND MESOPOTAMIA.

DEBATE IN THE COMMONS.

LONDON, July 20th.

There was a crowded attendance in the House of Commons last night in the expectancy of a possibly critical debate on Sir Edward Carson's motion for the appointment of a Select Committee to inquire into the conduct of the operations at the Dardanelles and in Mesopotamia.

Mr. ASQUITH emphasised that our Naval and Military diplomatic advisers strongly protested against the publication of the Papers, but the Government recognised the public anxiety in the matter, and therefore did not complain of Sir Edward Carson's motion. In view, however, of the critical character of the present military operations and also the prospects thereof, the Government very much deprecated a debate which would give the outside world the impression that we were internally divided. The Government hoped and believed, with regard to Mesopotamia in particular, that ample provision was being made for the requirements of the troops and the campaign. The Government did not desire to conceal past shortcomings or to shield whoever was directly responsible.

Continuing, Mr. Asquith reminded the House of the complexity and length of the Crimea Inquiry, and said that similar difficulties would face Sir Edward Carson's proposed inquiries. He believed the Government's proposals would meet the situation better.

The Hon. AUBREY HERBERT asked—Will the responsible men in Mesopotamia keep their positions during the Inquiry?

Mr. ASQUITH replied—We must not condemn them unheard. Wherever there is a *prima facie* case of incapacity the Government will not hesitate to act. We have done so in more than one instance.

Sir EDWARD CARSON said that after Mr. Asquith's statement it would be futile to proceed with the debate.

SECRET ENQUIRIES TO BE HELD.

LATER.

Mr. Asquith, in the House of Commons, announced that secret inquiries would be held regarding the Dardanelles and Mesopotamia, but not by Select Committees. Both Houses would be represented, and also Australia.

Mr. Asquith proposed that the names and terms with reference to the inquiry would be submitted to the House. A Bill would be introduced providing compulsory powers for the securing of evidence which otherwise might not be available.

BILL TO BE INTRODUCED ON MONDAY.

LATER.

In the House of Commons, Mr. Lloyd George, Secretary of State for War, announced that the Bill embodying the Government's proposals regarding the inquiries into the Mesopotamia and Dardanelles campaigns will be introduced on Monday. He added that the inquiries will be of a searching nature.

THE IRISH QUESTION.

LONDON, July 21st.

Mr. John Redmond has published a memorandum which he had sent to Mr. Asquith and Mr. Lloyd George on Tuesday, declaring that the delay in introducing the Bill for the Irish Settlement and Lord Lansdowne's speech have created a most serious situation in Ireland. Any proposal to depart from the terms agreed upon will compel the Irish party to declare the agreement ended.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN'S HUGE EXPENDITURE.

CAUSES OF THE INCREASE.

LONDON, July 20th.

In the House of Commons, Mr. McKenna stated that the rise in the rate of national expenditure during the last seven weeks was due, firstly, to the Government's purchases of American securities, and, secondly, to the rate at which the advances to the Allies and the Dominions had been drawn upon. He hoped the expenditure would decline.

TOTAL PROHIBITION IN GREAT BRITAIN.

LONDON, July 20th.

The Memorial from "The Strength of Britain" movement is not connected with the Temperance movement. It appears that if the Government extend total prohibition for the period of the war it will thus raise new fire and resolution among the people, following the example of France and Russia. Many distinguished men are signatories to the Memorial, including Sir William Crookes, Sir Ronald Ross, Mr. George Frempton, Mr. Harry Johnston, Mr. H. G. Wells, and Mr. John Masefield.

[The above message, which was received at 9 p.m. yesterday, is apparently incomplete.—ED.]

THE BANDMAN OPERA AND COMEDY COMPANY.

"THE MAN WHO STAYED AT HOME."

This play, which has achieved a very considerable popularity on account of its "war interest," was presented again by the Bandman Co. at the Theatre Royal last evening. When it was given on the previous occasion, during the visit of the Company in April, there was a crowded house, and although now, with conscription in force, the subject is getting a little out of date, it once more attracted an interested attendance. Mr. Compton Coutts, in the title *rôle*, maintained the reputation he has gained as an actor of more than usual ability, and he was well supported by the other members of the *caste*.

To-night there is to be a variety entertainment, and the Company will close its season in Hongkong on Monday with "The Belle of New York."

THE HONG KONG SUGAR SEASON.

The large sugar refineries in Hongkong, reports Mr. George E. Anderson, Consul-General for the U.S.A. in Hongkong, experienced a fair season in 1915. Business was not up to the usual volume, and the course of the sugar market during the year was downward, but on the whole purchases of raw supplies were made at such times and in such a way as to enable them to pass the refined product on to Chinese ports at a good profit.

The imports of the year, according to best commercial figures available, amounted to about 670,000 tons. Of this all but about 12 per cent. came from Java, most of the remainder coming from the Philippines and the South China coast. Of the imports of sugar from Java, about 75 per cent. was of this white sugar, which is used in China as a refined product, the remainder being classed as raw sugar.

The exports of refined sugar amounted to about 100,000 tons, much of the imports being re-exported as white sugar.

While the refineries have had a fair year, Hongkong dealers had unfavourable returns from the season's business. Prices continually sagged and stocks lost value rapidly. The new year commenced with a stock in Hongkong of about 40,000 tons of sugar, mostly white Java. Prices are still low as compared with those of 1914, but the market so far the current year has ruled comparatively steady.

PROPOSED ABOLITION OF THE CHUN WO YUAN.

CHINESE PEACE PROSPECTS.

After long consultation (says the *Peking Daily News*) the Southern Leaders have sent a telegram to the President stating that as they have already realized their objects after the repromulgation of the Provisional Constitution, etc., they have passed a resolution to abolish the Chun Wu Yuan in order to consolidate the North and the South, and that hereafter they will obey all the orders of the Central Government.

SONG OF HATE AGAINST LORD KITCHENER.

A song of hate against Lord Kitchener has been composed at Chemnitz (Saxony) and is now being sung in public resorts. The author of this song, composed on Lord Kitchener's death, is a bookseller, who exhibits it in his shop window, price 5 pfennigs (about ½d.) a copy. He has long been active in this direction as a contributor to a leading middle-class newspaper in Chemnitz.

The correspondent of the *Vorwärts*, who gives the foregoing information, says that there can be only one opinion among decent men of the value of such trash.

GERMAN COUNTER-MOVE IN VOLHYNIA.

MACKENSEN REPORTED IN COMMAND.

The *Times* correspondent, writing from Petrograd on June 21st, says:—

From the increasing energy of the Austro-German counter-attacks on General Brusiloff's right military experts conclude that the Germans have been induced to concentrate their forces on the Russian front in order to stave off the Russian menace to Kovel and Vladimir Volhynsk. The successive victories of General Kaledin's army have apparently upset all the German plans.

The enemy's counter-move is directed mainly on both sides of the highway which runs from Vladimir Volhynsk to Lutzk. His left column, striking north of the highway, has been arrested near the village of Vorotchin, some 22 miles east of Vladimir Volhynsk. His right column was met by the Russian counter-attack at Rogovitchi and had to retreat. Moreover, while endeavouring to arrest our advance by a frontal move, the enemy also continues operations from Kovel along the Rovno railway, endeavouring by this move to cover the right flank of Prince Leopold of Bavaria's army, which was exposed by the Austrian retreat north of the Stokhod. Thus the enemy is trying to drive a wedge into our armies threatening Vladimir Volhynsk and Kovel.

The report that Mackensen has gone to assume personal direction of these operations leads military writers to conclude that he will attempt to bring into operation again the tactics of the famous "phalanx," but evidently the crushing force which he was able to control on the Dunajec and in the advance into Serbia is not available now—at least not until very large reinforcements have been brought from the French and Italian fronts.

The astonishing successes of the Russian armies are paralleled and explained by the remarkable development in the output of munitions, of which I was privileged to enjoy ocular evidence in the course of a visit to the munition factories of Petrograd. As an instance I may cite one cartridge factory which turns out thousands of millions of cartridges, thanks to the unflagging enegy and zeal of the workers. Men and women have worked since the outbreak of war without a single holiday.

THE KING ON HORN REEF BATTLE.

"SPLENDID WORK."

The King paid a visit to the whole of the Grand Fleet last month. During his visit his Majesty addressed representatives of units on parade in the following terms:—

"Sir John Jellicoe, officers and men of the Grand Fleet.

"You have waited for nearly two years with most exemplary patience for the opportunity of meeting and engaging the enemy's Fleet. I can well understand how trying has been this period and how great must have been the relief when you knew on May 31st that the enemy had been sighted.

"Unfavourable weather conditions and approaching darkness prevented that complete result which you all expected, but you did all that was possible in the circumstances; you drove the enemy into his harbours and inflicted on him very severe losses, and you added another page to the glorious traditions of the British Navy.

'You could not do more, and for your splendid work I thank you."

On the conclusion of his visit the King sent the following message to the Commander-in-Chief of the Grand Fleet:—

"I am thankful to have had this opportunity of congratulating you and the Grand Fleet on the result of the recent engagement in the North Sea.

"Assure all ranks and ratings that the name of the British Navy never stood higher in the eyes of their fellow-countrymen, whose pride and confidence in their achievements are unabated.

"Good luck and God speed.

"May your future efforts be blessed with complete success."

GEORGE, R.I.

A NIGERIAN COALFIELD.

IMPORTANCE OF THE DISCOVERY.

At the annual meeting of Elder Dempster and Company Sir Owen Philipps remarked that the discovery of coal at Udi in southern Nigoria marked a new and most important epoch in the history of West Africa. It renders possible many industrial developments in that still little-known country.

This announcement comes as a welcome surprise, for the full secret of the Udi coalfield has been well kept. The discovery was made in the course of the Mineral Survey of Southern Nigeria, which was associated with the Imperial Institute. Following on the very favourable report of the Imperial Institute, steps were taken by the Government to work the field, which is no longer in the experimental stage. Ten thousand tons of the coal have, in fact, already been mined and stacked ready for use. The coalfield is in immediate proximity to the new Nigerian Eastern Railway from Port Harcourt, whence the distance is only 150 miles, and when this line is opened for traffic—some time this year—transport can begin at once, and the coal be at the service of the whole of Nigeria.

Many specimens of Udi coal have been very fully examined and the fuel value definitely determined at the Imperial Institute. Though not equal in quality to Welsh steam coal it is much better than many varieties which are now being mined all over the world. It has been subjected to exhaustive trials on the Nigerian railways, the officials of which have reported very favourably upon it as a locomotive fuel.

The total area of the Udi deposits is, as far as can be at present estimated, not less than 2,100 square miles. In places the seams are five feet thick.

A HOMECOMING.

THE RETURN OF THE NATIVE

From Gallipoli to St. Ives in Cornwall is a long way; but on what distant shores may the ripples of a man's life not break! There is nothing in England more remote, simple, and uneventful than the normal life of St. Ives, which is governed by the winds and tides and seasons. The very sea-gulls have their routine there, so that a glance at their doings will tell you the state of the tide and extent of the fishing harvest. Sunny and peaceful go the days there.

Yet from there also the call was answered from the very first, and all over the Fleet, and all over the widespread area of war, the men of St. Ives are to be found. The other day 11 of them, members of the crew of H.M.S. Albion, came home on their first leave since the war began. They had been out in the Dardanelles, serving by sea and land in that theatre of chance and adventure, and no doubt there had been moments when they thought they would never look upon Godrevy Lighthouse again. But the magnet of home had pulled them out from among the hundreds of thousands, and, by devious yet purposeful ways, had brought them back to where the little railway leaves the main line and wanders round among the sandhills to the silver townlet behind the island of green.

Unless there be a sudden freshet of fish or broccoli or visitors, the noontide peace of St. Ives is profound. The train is away at St. Erth, the harbour is empty, the sea-gulls have finished their morning task of scavenging and are out with the fishing boats, or lazily roosting on the rocks. In the little stone houses huddled about the narrow streets peace reigns also. But on this day there is a gathering of people, strange and unusual, like a swarming of bees, which attracts the attention even of the sea-gulls. On the Malakoff, as St. Ives calls the sweep of its *Corniche* road round a bastion of rock, a crowd has assembled; and at the railway station just below it, where the sweeping ribbon of the railway comes to a sudden end above the waves, there is another crowd.

AN EXPECTANT CROWD.

You would think that the little silver huddle of houses beneath the island that lies couchant in the grey sea could not have contained such a population as blackens these two spaces; but every moment adds to it, while a mobile force of children, fearful of being away from the centre of interest, moves up and down the stone steps, now throwing itself into the station group, now reinforcing that on the Malakoff. The town band assembles, and enlivens the sombre crowd on the platform with a touch of colour and gleaming brass. The breeze brings a strain of music and the note of a bell.

Presently a whistle sounds, echoing among the cliffs—the voice of the little train demanding admittance through the rocky doorway on the promontory. The signal bows, and the train glides in and stops. The crowd surges round it, an eddy of black, in the midst of which can presently be discerned the blue naval collars and white caps of the heroes. There is much affectionate confusion and individual welcoming, which threatens to annihilate the ceremonial side of the occasion. But at last, bags and ditty-boxes having been disposed of, the procession is formed; first the band, then the 11 sailors, then the swarming crowd. In this inspiring order they tread the devious and familiar ways of the sunny narrow streets, working upwards all the time, until at length they arive at the Malakoff. There, among hundreds of their townspeople, the 11 are formally welcomed by a brave speech from the Mayor and presented by his little daughter with the inevitable chocolates and cigarettes; to disperse afterwards with the crowd, and be questioned, and greeted, and made to feel proud, and to savour the distinction of those of whom their fellows think well.

These brave little occasions, with those sadder ceremonies of departure, are almost all that some remote towns in England have to stimulate their spirit and encourage the larger patriotism. Winter and summer, the seasons of herring and of mackerel, pass over those who remain behind; the storms of the Atlantic beat at the rocky gates of the little town; but no armies, hostile or friendly, march through its streets, no drums or guns sound inspiration or alarm to those who dwell in its fastnesses. It is all hearsay, all imagination. That is why the ceremony on the Malakoff meant so much to it; that is why the men who go forth from such a place and return with honour win a double victory and carry forward the banners of peace as well as of war.—*Times*.

A "BATTALION OF ADVISERS."

The number of counsellors and advisers to the late President (most of whom are military officers) is no less than four hundred all told (says the *Peking Daily News*). Not only can no proper occupations be found for these high-class vagabonds at this most critical time, but the Government is so hardly pressed for money that it is at a loss to know how to find funds to pay them. Hence the question of the disbandment of this "battalion of advisers" has crept up for discussion. According to the latest reports, the Government contemplates sending the advisers home with two months' salary each to wait for further appointments after the restoration of general peace in China.

REMOVAL OF CHINESE CENSORSHIP.

The Metropolitan Police Office has reported to the Ministry of Interior to the effect that on the 5th inst. the censorship exercised over the mails, introduced in the 12th month of the 3rd Year of Min Kou was abolished, and the officials sent to various post offices for that purpose were recalled on the same day.

HALF AN HOUR.

A FIGHT IN A CRATER.

Sir J. M. Barrie recently gave us a packed and poignant half an hour in the life of a woman in peace: I propose to set down, from the point of view of a spectator, not an actor—the impressions of an actor would be fragmentary and chaotic, where any impression except the dazed triumph of being still alive remained—half an hour in the life of the front. Barrie's drama was skilful fiction; this is plain fact.

To how many of the millions of men and women at home who read their papers daily with anxious hearts and interested minds do the brief, dry sentences of the official *communiques* bring any vital meaning? Imagination alone, however penetrating, cannot infuse reality into their recurring phrases—phrases often followed by the words "fighting continues." It all sounds so small that those at home are tempted to ask, Is that all? The following description is written with the view of answering that question and of showing that however inactive our Armies may appear on the map, there is yet a ceaseless and remorseless activity wherever they confront the enemy, now here, now there, like the uneasy motion rippling along the body of a great snake—it is a description of what is continually recurring somewhere! that must be borne in mind before its significance can be appreciated. And it is not a battle; it is just a stunt, as it is called here, an evening's entertainment, like the star turn on a music-hall stage.

All day long, from dawn onwards, with the regular exceptions of silence during meals—as an officer remarked, the war here is being fought between two nations, each of whom is inordinately fond of its food—the guns of both sides had been firing intermittently upon the opposing front and support line, until dusk stole over the lines, cool and fresh, and gradually the shelling faltered and ceased.

THE ATTACK BEGINS.

The moon would not rise until an hour after dark, and as we stood on the parados of the trenches we were occupying the silence was hardly broken except for a few casual short bursts of machine-gun fire; the gloom was hardly pierced except for the few brilliant Very lights rising and falling here and there from the German lines, for all the world like Roman candles. We had been informed of the time at which it was intended to rush the lips of a crater the Germans were holding, and were comparing watches, when, without other warning, there rose on the air in front of us a rapid crescendo of sound as of huge kettle-drums—the attack had been launched and the bombers were now at work.

A moment later widely along the line came the rat-a-tat of machine-guns and the short, angry, little cracks of rapid rifle-fire, and at the same instant the fireworks began—not one by one at long intervals as before, but in twos and threes along the line, and at the threatened point so fast that a dozen were in the air at a time. The brilliant lights were shot up, as the Germans tried to see the number of their assailants and the points at which they were being rushed. Madder and madder rose the frantic beating of the kettle-drums as bombs were hurried up on both sides, and, seen by the rising and falling flares, the whole earth in and round the crater grew red with the bursting bombs and steamy with the clouds of dust, till it seemed a devil's cauldron near which no man could live. And up from behind the threatened point rose red lights as the Germans signalled to their artillery that they needed their assistance—not once but many times the red lights rose, and the neighbouring Germans took up the call on their own account till an officer standing beside me remarked drily. "Fritz seems to be getting the wind up all right"—a phrase out here, the origin of which no man knoweth, for getting in a panic—and then the artillery began, ours as well as theirs. Neither side dared shell the lips of the crater, round which with bayonet, bomb and knobkerry the desperate hand-to-hand fighting was going on; each took up with shrapnel and H.E. the work of preventing reinforcements being rushed up by shelling the support lines and main communication trenches.

A DANCE OF BOMBS.

And now to the beating of the devilish kettledrums and the ceaseless crackling of the rifles was added the roar of the guns and howitzers with the sharp scream of the first and the leisurely whistle of the second, followed by the bright flash, white smoke, and quick burst of the shrapnel and the heavy "krr-ump" and dark cloud of the H.E. We stood in the midst of a great ring, the outer edges of which gave out the wide dull-red flare of the firing guns, lighting the heavens, and in which in front of us the earth seemed to dance and roar. In a few minutes the terrific Bacchantic dance of the bombs died down a little, and we said, "They've got it, now they've to hold it!"—a few minutes more, and it all broke out again with even more terrible fury as the Germans counter-attacked. The scene, like a greater than Dore's illustration of Hell, stayed constant for another 10 minutes, and the sounds were those of some master madman's music—and then little by little the fury lessened; the beating of the kettle-drums became spasmodic rather than a continuing restless roar, the rifle fire came in gasps, there were fragmentary silences in the sound of the shells. Bit by bit the tranquillity of the summer night resumed its place, and then all went still, stiller than it had been all day. The "stunt" was over. A little later we heard that it had been quite successful, and our casualties surprisingly few. From silence to silence was just half an hour.

On this particular occasion there was a sequel, not in the programme of normal days at the front, but it would be misleading to withhold it. Two days later, when it seemed to the casual observer as if the Germans were resigned to the success of the "stunt," they broke the dreamy silence of a sunny afternoon by pouring upon our trenches a rain of shells for over five hours, after which the ownership of the pitted and tortured bit of ground changed hands once again. "Fighting continues." (Times).

HEADACHES.

The Cause and Remedy.

Sick and Nervous Headaches are but the symptoms of other ailments to which they are merely sympathetic, such as Indigestion, Biliousness, Constipation, or some other irregularity of the system. Many women habitually suffer from Headaches, which make life a daily purgatory. Indeed this complaint may be regarded as peculiarly an affection of the feminine sex, an ailment common to all women from girlhood to old age. If men suffered from Headaches as women do, business would be at a standstill, but the truth is that a woman's headache is generally due to womanly causes. **Dr. Morse's Indian Root Pills** get at the cause. They aid the digestion and assimilation of food, cleanse the system and purify the blood, and are a positive cure for sick headache, biliousness and stomach disorders.

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Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle or either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

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SUCCESS OF PARIS CONFERENCE.

NEED OF PERMANENT MACHINERY.

The Economic Conference has been an undeniable success (says *The Times* special correspondent writing from Paris on June 18th). In order to permit the resolutions to be published simultaneously in the Allied capitals, publication is postponed. Meanwhile their contents are regarded as strictly confidential. Enough is, however, known of their tenor to justify the statement that they cover substantially most of the ground surveyed by the Conference, and contain in embryo adequate provisions for the economic defence of the Allies during and after the war.

The success of the Conference is due in great part to the skill of the French Minister of Commerce, M. Clémentel, in preparing the resolutions and in conducting the proceedings. The opportunity provided by meetings such as this for direct intercourse between the representatives of the Allied Governments is by no means the least of the advantages secured. In concluding his speech the Belgian Prime Minister said that "the first conference of the Allies had realized its object completely." He alluded to the cordiality and spirit of union that had marked the Conference, which had been an event exceeding expectations. The Conference had prepared for economic defence, not war, or rather a preservative and beneficent union of the Allies against war. For two years the spirit of evil had succeeded by masterly organization in placing force in the service of crime. The nightmare had weighed upon the conscience of the world. The Allies were now working to organize and increase their power so as to make it an austere and faithful guardian of freedom, honesty, and justice. The sole motive of the Allies was to obtain from the guilty a just expiation of their misdeeds and for honest States peace and security.

M. de Broqueville's reference to the Conference as the first of its kind indicates that other conferences are expected to follow. In the opinion of several important delegates the prompt establishment of permanent machinery for giving effect to the resolutions is, however, more necessary than the convocation of further conferences. In the words of one influential delegate, the resolutions adopted "will make it harder for the Allied statesmen to do nothing." The peoples and industrial organizations of the Allied countries must now keep their Governments constantly up to the mark and stimulate their halting energies.

In French political and industrial circles keen regret is expressed that during the present critical period of war Mr. Hughes should be absent from Europe for any length of time. During his stay in Paris he has dissipated many legends artfully disseminated with the object of compromising him in the eyes of the Allies. He had an opportunity of meeting privately some leading representatives of the French textile, metallurgical, and shipping industries. I am able to state that the result of the meeting was entire agreement as to the objects to be pursued and the methods of attaining them.

After the close of the conference the delegates were last evening received by the President of the Republic.

SUBMARINE SERVICE TO NEW YORK.

In view of the recent exploits of the *Deutschland* and *Bremen* the following, from the *Naval and Military Review*, is of interest:—

Remarkable ingenuity is being exhibited in the invention of yarns intended to support German public opinion during a war which, in its character and length, differs in a surprising way from the war which was anticipated. On the other side of the Atlantic an American, who has just returned from Hamburg, has repeated a story which has just been put in circulation in the German city in order to cheer up the Germans. It appears that the Germans are about to inaugurate a regular trans-Atlantic submarine service between Hamburg and New York. The boats, it is said, will be 450 feet long, carry a crew of 60, and have a speed of 18 knots. They will have a defensive armament. They will be employed for the carrying of mails, parcels post, and possibly a few passengers, and will travel by way of the North of Scotland, and not through the Straits of Dover. Americans may well inquire why they should give a wide berth to the Straits of Dover. They may also be led to inquire why, if, as German-Americans assert, the British fleet is in hiding, the Germans should have to abandon surface ships even for carrying their mails and submarines. But even more remarkable than this is the fact that the super-submarines, although they are to possess a speed of 18 knots, will take twelve days in crossing the Atlantic. It may prove no more impossible to construct a submarine able to cross from a German to an American port than it is within the bounds of possibility that in the near future airships will do the journey. In fact, Sir George Greenhill, the eminent mathematician, writing in "The Engineer," shows that this aerial journey is not by means beyond the bounds of the attainable. But whatever the future may hold in store, we do not anticipate that during the present war this submarine service will be regularly conducted, and certainly not with vessels with a submerged speed of 18 knots.

OVER-SEAS AND PEACE TERMS.

The Premier of Queensland (Mr. T. J. Ryan), at a luncheon given in his honour by the Royal Colonial Institute, said the over-seas Dominions were anxious that a place should be found for them at the conference which would eventually take place to determine the terms of peace.

"KNOCKIN' ABOUT THE TRENCHES."

When a friend drops into your club attired in a blue serge suit, cloth topped boots, a black tie and a pearl pin, says "Mornin', what is this wheeze about not being able to get a drink before 12 o'clock?" and then lights a cigarette with an evil smelling match which splutters, it is difficult to realise that he has sampled more sensations during the last ten hours than an American millionaire could imagine in the course of a whole lifetime spent in amassing countless dollars. The sulphurous match however, which is obviously the product of France or Belgium, gives you the first indication of what his trade is and where he has come from, and the steady, alert look in his eyes—he even notices that one of the smoking-room chairs has been re-covered—is unmistakably the product of the fire-trench.

It is a quaint game this coming on leave, and when you have once got your leave warrant it is so extraordinarily rapid. I have been in the front trench within seventy yards of the Hun at 10 p.m. one night and lunched at my club in St. James's Street next day at one o'clock, and had time to get brushed up at Truefitt's before doing so. I am bound to say that the period after your leave warrant has been applied for and before it arrives is an anxious one—to me at any rate. One thinks of all the delightful things which can happen on leave, and of all the various problems by which leave can be stopped or delayed. For instance, all leave might be stopped. This might mean a local or general attack. Attacks are always unhealthy for somebody, and you might have no further use for leave. Your own particular leave might be stopped. Somebody else perhaps has to go in front of you, or you might be required for some special stunt; and personally I have even considered the possibility of the signaller on a bicycle who was to carry my leave warrant being picked off by a whizz-bang and my leave warrant being lost in the mud.

This must sound rather crude and cold-blooded to people in England, who are accustomed to send messenger-boys in beautifully appointed motor-omnibuses from one safe point to another safe point; but one gets rather near to Nature in the trenches, and, after all, day in day out that signaller has a much safer job than mine. Well this time at any rate your leave warrant does arrive, and the adjutant, who is a jolly good sort, brings it up to the trenches himself, and he and two other officers crawl into a dug-out with you to drink *bon voyage* and *bon chance*. *Bon chance* in France nowadays means not getting picked off by something or somebody.

A leave warrant is not an imposing-looking document—it is more like a dog-ticket than anything else; but it seems a lot more valuable than bearer bonds, and you push it deep down in your safest and driest pocket and start in the pitchdark down the winding communication trench, followed by your servant carrying your haversack and trench kit. It is a nice quiet walk for a time, but then you reach a place where for two or three hundred yards the sides of the trench only reach to your waist, and personally, as I have said in a previous article, I cover this bit pretty rapidly, much to the disgust of my servant, who has just returned from his leave and does not realise the supreme importance to me of not being hit in the head by a stray bullet just when life appears like a glimpse of Paradise, despite the fact that it is pelting with rain and I have not shaved for forty-eight hours. There is just one more nasty bit, an open field as we leave the communication trench, but the bullets there are coming very high; and after that we reach the high road, where I can neither hear nor see any sign of shelling to-night. I begin to feel quite Napoleonic, and after a brisk walk of two miles or so begin to pass people who even light cigarettes in the middle of the road with the greatest complacency. The leave train starts at 1 a.m. from the nearest town, situated about four miles from the front trenches, and although I shall reach the town at this pace at about 11 o'clock I shall not have too much time to spare.

First of all, as I am wet through, I want to change my clothes and I also greatly desire to shave and get some dinner. I ask various private soldiers whom we meet in the dark if they know the where-abouts of my battalion transport, for there I shall find my kit rolled up in my Wolseley valise. Oh yes! they answer; it is about a mile further down the road. You cannot miss it, there is a farm on the right of the road surrounded by poplars and a most ghastly smell. Go through the long meadow and jump the ditch and you will find all the transport horses and carts in the next field. My servant and I walk on for what we think is about a mile, and there is the farm and the poplars, and we both sniff like spaniels. Yes! and there is the smell right enough, but we find that our transport moved yesterday and some gunners have taken over the place. They are kindly and most anxious to assist, and send us on to another farm with more poplars and more smell, but after trying several false clues at last we run it to earth.

The transport sergeant, an old friend of mine and a cheery individual, informs me that our quartermaster has a grand billet in the town which I am bound for. He finds my valise, gets a horse into the mess-cart, and in half an hour I am deposited at the quartermaster's door. He is a good fellow. It is 11 o'clock at night, and he was just off to bed, but makes it quite clear that there is nothing which he would rather do than get my kit unpacked and see that the kindly French people in whose house he is billeted provide me with hot water and a most excellent dinner of scrambled eggs and cold ham. I explain to him that he cannot possibly think of going to bed before 1 a.m. as my train does not start until then, and I want to tell him about all the wonderful things I have done in the trenches and the gorgeous fun I am going to have on leave. He helps me to a generous whisky and resigns himself to his fate, and eventually puts on his mackintosh and shows me the way to the station—and could hospitality go further? There are always crowds of men waiting for the leave train, men tired out with the strain of the trenches, who go to sleep the moment they sit down.

(Continued on next Column.)

WAR STORIES.

Mrs. Humphrey Ward has the following in an article in the *Daily Telegraph*.

"A number of hybrid words perfectly understood by both sides are gradually coming into use, and if the war lasts much longer a rough Esperanto will have grown up which may leave its mark on both languages. The word "narpoo" is a case in point. It is said to be originally a corruption of "il n'y a plus"—the phrase which so often meets the Tommy foraging for eggs or milk or fruit. At present it means anything from "done up" to "dead." Here is an instance of it, told me by a chaplain at the front. He was billeted in a farm with a number of men and a sergeant. All the men, from the chaplain to the youngest private, felt a keen sympathy and admiration for the women of the farm, who were both working the land and looking after their billetees with wonderful pluck and energy. One evening the chaplain, arriving at the open door of the farm, saw in the kitchen beyond it the daughter of the house, who had just come in from farm work. She was looking at a pile of dirty plates and dishes, which had to be washed before supper, and she gave a sigh of fatigue. Suddenly in the back door on the other side of the kitchen appeared the sergeant. He looked at the girl, then at the dishes, then again at the girl, "Fattigay!" he said cheerfully, going up to her. "Narpoo? Give 'em me. Compree?" And before she could say a word he had driven her away and plunged into the work.

THE SCAFFOLDING OF WAR.

The afternoon of our second day at —— was spent in seeing a fine Red Cross hospital, and then in walking or driving round the endless reinforcement and hospital camps in the open country. Everywhere the same vigorous expanding organisation, the same ceaselessly growing numbers, the same humanity and care in detail. "How many years have we been at war?" one tends to ask oneself in bewilderment, as the spectacle unrolls itself. "Is it possible that all this is the work of eighteen months?" And I am reminded of the Scotch sergeant's reply to his German captive who asked his opinion about the duration of the war. "I'll tell you what—it's the furrst five years that'll be the worrst!" We seem—in the bases—to have slipped through them already measuring by any of the ordinary ratios of work to time. On my return home, a diplomat representing one of the neutral nations told me that the Military Secretary on his staff had been round the English bases in France, and had come back with his "eyes starting out of his head." Having seen them myself, the phrase seemed to me quite natural.

At one town which is a terminus, or rail-head as it is called, they run the train in an hour before it is due to start, and although they do not turn the lights on nobody cares in the least, but they just crawl into the carriages and go to sleep in the dark. When the train does start there is no undue hurry on the journey; it takes about seven hours to do eighty miles, and you will not be able to get anything to eat or drink on the way, but who cares?—we are going to England, where there are no shells or machine-guns or waist-high mud, and where you can wash the back of your neck as often as you wish. You cross on an excellent boat with every comfort. You are met by a magnificent corridor train with an excellent luncheon on board, and you glide into London as if you were returning from a week's racing. The whole journey is very quiet, very English, and the acme of organisation. No wonder that our A. S. C. commands the admiration of the world. We are called a nation of shopkeepers. Yes! but now the shop-window is dressed with soldiers.

The first time I came home on leave I kept my eyes and ears open to ascertain what point struck me most as emphasising the difference between the days before the war and during the war, and between London and the Front. I could only discover one thing, but that thrust itself upon one's notice. There is no whistling in London. Of course there are train whistles and taxi whistles galore, but nobody whistles tunes. The clerk on his way to business and the errand-boy who flattened his nose against the cook-shop window used to give us a hideous sample of the latest revue, and even paterfamilias in his own home used to thrash out a hymn tune or murder a bit of Gilbert and Sullivan; but they do not do it now. If you want to whistle you must go to the Front, and for choice the fire trench.

I am not going to try to describe how people spend their leave. Some men seem to spend theirs in restaurants as an antidote to months of ration beef. I have known men go to Scotland deer-stalking. Just fancy! after months of Hun-stalking. The most sensible man I know spends his leave playing with a fox-terrier.

Then back to work, with the leave train and boat not quite so enthralling and no such vidly enthusiastic hurry, and then tramp, tramp down the same old road past the same old cottages, mutilated by shell-fire, whose occupants fled nearly two years ago, and on towards the flare lights which denote your destination in the front line of trenches; and as you push some cartridges into your revolver and sling your smoke-helmet into a handy position you say to yourself, "Let me see, to-night is the fourth of June. By Jove! that was a great day when I was at Eton. Well, I suppose I shall get leave again about the middle of September, and that looks very like shrapnel-bursting higher up the road." (Ensign in *Outlook*.)

Walter Baker & Co. The Oldest Manufacturers of Chocolate in America

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

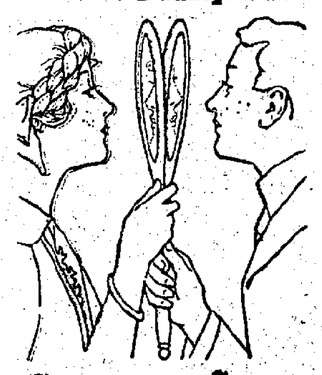
BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS. [38

Get Rid of Those Pimples



Cuticura Soap and Ointment

Will help you when all else fails. Unsightly complexions are often a bar to social advancement and business success. Start life right.

Samples Free by Post

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot: Newbery, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Mackean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A. 42-A

BEETHAM'S

a-rola

YOUR SKIN AND COMPLEXION

can be kept in a Perfect Condition all the year round by a regular use of Beetham's La-rola. It effectually removes all Roughness, Redness, Tan, Irritation, etc., and is delightfully Soothing and Refreshing at all times.

Of all high-class Chemists and Stores.

Manufactured by

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50

YOUR HAIR WILL LOOK BETTER

will be finer, softer, smoother, Scurf and Dandruff will disappear, if you take care of it by using

ROWLAND'S MACASSAR OIL,

which will Preserve, Nourish, and Strengthen it, and as it penetrates to the roots will replace the loss of the Natural Oil in the Hair, the want of which causes Baldness. It is sold in a Golden Colour for Fair Hair, of Stores, Chemists, Hairdressers, and Rowland's, 67, Hatton-garden, London. Avoid cheap worthless imitations under the same or similar name which have no Restorative Properties and do not contain that delightful perfume—Otto of Roses—for which Rowland's Macassar Oil has been so long famous. 52

MARTIN'S

APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system, a few doses may be administered. Those who use them recommend them, hence their great demand. All Chemists and Stores and Druggists throughout the World, or post free from Martin, Chemist, Southampton, England.

MARTIN'S

APIOL & STEEL PILLS

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo
26th July.	"GUJARAT"	17th Aug.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong — S.S. "SALAMIS" ... ... 12th August.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

20

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"CITY OF NORWICH"	On 12th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON.
GENERAL AGENTS

Hongkong 22nd July, 1915. 104

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW	"LIANGCHOW" ...	On 22nd July, Noon.
BANGKOK	"HUICHOW"	On 22nd July. Noon.
SHANGHAI	"ANHUI"	On 23rd July, D'light.
WEIHAIWEI & TIENTSIN	"KUEICHOW" ...	On 25th July, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 25th July, 4 P.M.
SHANGHAI	"LUCHOW"	On 25th July, 4 P.M.
HAIPHONG	"KAIPONG"	On 27th July, 10 A.M.
SHANGHAI	"SHANTUNG" ...	On 27th July, 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 22nd July, 1916. TELEPHONE 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW. AMOY AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Tamson ...	TUESDAY, 25th July, at 2 P.M.
"HAIHONG" ...	Capt. J. W. Evans ...	FRIDAY, 18th July, at 2 P.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 1st Aug., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 22nd July, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANTHIA," 5,193 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 26th July.

WESTWARD

S.S. "JAPAN," 6,013 tons, Captain G. P. Seddan, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 25th July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 21st July, 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon Friday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	MOREA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NORE	TUESDAY, 1st August.
MALTA	MONDAY, 14th August.
NAMUR	SUNDAY, 27th August.
SARDINIA	SATURDAY, 9th September.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave H'kong. about	Leave S'pore' about	Due at M'sailles. if calling about	Due London about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
28 Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

Destination	Steamers	Tons and Displacement	Sailing Dates
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ SUWA MARU Capt. T. Sekine	21,000	THURSDAY, 3rd Aug., at Noon.
	§ ATSUTA MARU Capt. Sato	16,000	THURSDAY, 10th Aug. at Noon
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	§ KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 8th Aug., at 4 P.M.
	§ YOKOHAMA MARU Capt. Shinobe	12,500	WED'DAY, 30th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ AKI MARU Capt. K. Yoshikawa	13,500	TUESDAY, 15th Aug., at 11 A.M.
	§ TANGO MARU Capt. S. Takano	13,500	TUESDAY, 12th Sept. at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	COLOMBO MARU Capt. Nomura,	9,000	SUNDAY 30th July.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	BOMBAY MARU Capt. Kobayashi	8,000	TUESDAY, 25th July.
KOBE and YOKOHAMA ...	TENSHIN MARU Capt. Kawai	8,000	MONDAY, 31st July
SHANGHAI and KOBE	YETOROFU MARU Capt Ogura	8000	FRIDAY, 11th Aug.
NAGASAKI, KOBE and YOKOHAMA	§ TANGO MARU Capt. Tasano	13,500	SATURDAY, 12th Aug., at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	§ IYO MARU Capt. K. Syoda	12,500	SUNDAY, 30th July, at 10 A.M.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SINGAPORE, DURBAN, CAPE TOWN AND SANTOS	§ WAKASA MARU Capt. Itsuno	12,500	Sails from Kobe Middle August

§ Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
R. MORI, MANAGER.
TELEPHONE Nos. 92 and 293 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong.
* KWANTO MARU	8,000 — 12 knots ...	
† NIPPON MARU	11,000 — 15 knots ...	THURS., 3rd Aug. 10.30 A.M.
SHINYO MARU	22,000—21 knots	TUES., 15th Aug. Noon.
‡ ANYO MARU	18,500 — 15 knots ...	TUES., 12th Sept. Noon.
§ PERSIA MARU	9,000 — 14 knots ...	THURS., 21st Sept. 10.30 A.M.

† Via MANILA, Omitting Shanghai * Cargo only.
‡ Proceeding to South American Ports.
§ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
ANYO MARU	18,500 — 15 knots ...	TUESDAY, 12th Sept.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT,
TELEPHONE 291. King's Building. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	ATHOS	On or about 28th July.

HOMEWARD

MARSEILLES VIA HAIPHONG, TOURANE and SAIGON (Without Transhipment)	ATLANTIQUE	On 22nd July, at 6 P.M.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, $135.00. TO YOKOHAMA, $150.00.

For further particulars apply to

P. THOMAS, AGENT,
TELEPHONE 740 QUEEN'S BUILDING. 9

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA

"MEXICO MARU" ... ... FRIDAY, 28th July, at 3 P.M.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"INDO MARU" ... ... SUNDAY, 30th July, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "KAIJO MARU" ... ... SUNDAY, 23rd July, at Noon.
§ "SOSHU MARU" ... ... WEDNESDAY, 2nd Aug., at 9 A.M.
§ Proceeding to Anping and Takao.
* Proceeding to Tamsui via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to:—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.
TEL. Nos. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN		On 23rd July, 11 A.M.
ST. ALBANS	5th Aug.	On 27th Aug., 11 A.M.
EASTERN	13th Sept.	On 4th Oct., 11 A.M.

All Steamers fitted with wireless pay Telegra.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
22 AGENTS

POST OFFICE NOTICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

INWARD MAILS.

From	Per	Date
Shanghai	*Luchow*	21st July
Shanghai	*Atlantique*	22nd July.
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Swatow and *Bangkok	*Liangchow*	Saturday, 22nd 10.00 A M
Shanghai and North China	*Muncaster Castle	Saturday, 22nd 10.00 A M
Bangkok	*Haichow*	Saturday, 22nd, 10.00 A M
Japan via Nagasaki	*Loch Lomond* ...	Saturday, 22nd 11.00 A M
Shanghai and North China	*Telamon*	Saturday, 22nd 11.00 A M
Philippine Islands	*Yuensang*	Saturday, 22nd, 2.00 P M
Weihaiwei, Chefoo and Tientsin ...	*Chipshing*	Saturday, 22nd, 5.00 P M
Straits and Colombo	*Phemius*	Saturday, 22nd, 5.00 P M
Shanghai and North China	*Anhua*	Saturday, 22nd, 5.00 P M
Haiphong, Tourane, Saigon, *Straits, *Ceylon, *India, and *Europe	*Atlantique*	Saturday, 22nd, Registration 4.15 P M; Letters... ... 5.00 P M
Australia, Tasmania, New Zealand and New Guinea, via Thursday Island	*Eastern*	Sunday, 23rd, 9.00 A M
Swatow, Amoy, and Tamsui	*Katio Maru* ...	Sunday, 23rd, 9.00 A M
Swatow and Bangkok	*Deucalion*	Sunday, 23rd, 9.00 A M
Philippine Islands	*Talthybius* ...	Tuesday, 25th, 1.30 P M
Swatow, Amoy and Foochow	*Haikan*	Tuesday, 25th, 2.00 P M
Straits and India via Calcutta ...	*Yatshing*	Tuesday, 25th, 3.00 P M
Philippine Islands	*Tamsing*	Tuesday, 25th, 3.00 P M
Weihaiwei and Tientsin	*Kaisang*	Tuesday, 25th, 3.00 P M
Shanghai and North China	*Luchow*	Tuesday, 25th, 5.00 P M
Shanghai and North China	*Wingsang* ...	Tuesday, 25th, 5.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI VICTORIA, VANCOUVER, UNITED STATES, SOUTH AMERICA, and UNITED KINGDOM VIA CANADA ... (EUROPE via SIBERIA) [Shanghai dirt. P.O. Saturday, 29th July]	*Empress of Japan*	Wednesday, 26th, Registration ... 9.45 A M; Letters ... 10.30 A M
Sandakan	*Hiasang*	Wednesday, 26th, 11.00 A M
Shanghai and North China	*Chaysang* ...	Wednesday, 26th, 5.00 P M
Haiphong	*Kaifong*	Thursday, 20th, 9.00 ...
Shanghai and North China ... ... (EUROPE via SIBERIA) [Shanghai dirt. P.O. Monday, 31st July]	*Shantung* ...	Thursday, 27th, Registration ... 2.15 P M; Letters ... 3.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ... ... The Parcel Mail will be closed on Thursday, 27th July, at 5 P.M.	*Nankin*	Friday, 28th, Registration ... 10.15 A M; Letters ... 11.00 A M
Formosa via Keelung, Japan via Moji, Victoria, and Tacoma	*Mexico Maru* ...	Friday, 28th, Registration 12.15 P M; Letters ... 1.00 P M
Swatow, Amoy and Foochow	*Hai Hong*	Friday 28th, 1.30 [illegible]
Swatow, Amoy and Foochow ...	*Haicheng* ...	—: AUGUST :— Tuesday, 1st, 1.30 P M
Straits, Colombo, Durban, Cape Town and *London	*Suwa Maru* ...	Thursday, 3rd, 11.00 A M

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays.
Canton (Train)	11.30 A.M.	9.00 A.M.
Tai O ...	8.30 A.M.	—
Tai Po ...	10.00 A.M.	9.00 A.M.
	4.00 P.M.	—
Cheung Chow	2.00 P.M.	—
Shatinkok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M. Except Saturdays	8.15 A.M.
Kongmoon	5.00 P.M.	5.00 P.M.
Namtau and Sanmoi	10.00 A.M.	9.00 A.M.
Shamchun	4.00 P.M.	

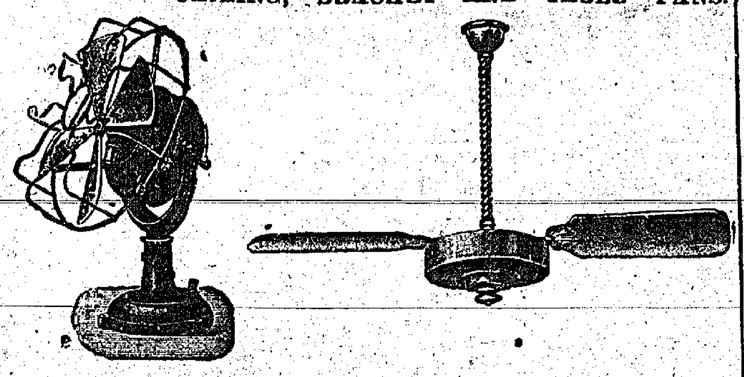
From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays.
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M. 9.30 P.M.	7.00 A.M. 9.30 P.M.
Shek-Ki	7.30 P.M.	7.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M. Except Saturdays	5.00 P.M.
Kaukong		

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

KEEP COOL.
ELECTRIC FANS.

ALL TYPES AND SIZES IN STOCK.
CEILING, BRACKET AND TABLE FANS.



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You are invited to visit our Show Room, 11, Des Vœux Road Central.

WM. C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS,
11, DES VŒUX ROAD, HONGKONG. 30

COMMERCIAL.

CLOSING QUOTATIONS.

July 21st.

On LONDON:—	
Telegraphic Transfer	2/-⅜
Bank Bills, on demand	2/-⅛
Bank Bills, at 30 days' sight	2/-¼
Bank Bills, at 4 months' sight	2/-⅜
Credits, at 4 months' sight	2/1⅜
Documentary Bills 4 months' sight	2/1½
On PARIS:—	
Bank Bills, on demand	289½
Credits, at 4 months sight	300
On NEW YORK:—	
Bank Bills, on demand	48⅝
Credits, at 60 days' sight	—
On BOMBAY:—	
Telegraphic Transfer	—
Bank Bills, on demand	153½
On CALCUTTA:—	
Telegraphic Transfer	—
Bank Bills, on demand	153½
On SHANGHAI:—	
Bank Bills, at sight	72½
Private, 30 days' sight	—
On YOKOHAMA:—On demand	96½
On MANILA:—On demand—Pesos—	97
On SINGAPORE:—On demand	67⅜
On BATAVIA:—On demand	118½
On HAIPHONG:—On demand	3½% p.m.n.
On SAIGON:—On demand	⅜ p.m.n.
On BANGKOK:—On demand	75
SOVEREIGNS, Bank's Buying Rate...	$ 9 55
GOLD LEAF, 100 fine, per tael	$53·70
BAR SILVER, per oz.	29⅛d.

SUBSIDIARY COINS.

		per cent.	
Hongkong	20 cents pieces	$ 2 0	discount.
Hongkong	10 "	$ 1 10	"
Canton	20 "	$14 82	"
Canton	10 "	$ 5 00	"

SHARE LIST—QUOTATIONS

HONGKONG, 21ST JUNE, 1916.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong and Shai. Bank. Corporation	120,000	$125	all	$770	6½ p.c.
China Borneo Company, Limited	60,000	$12	all	$8½	8½ p.c.
China Light and Power Company, Limited...	50,000	$5	all	$4.65, buyers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$9.40, buyers	8½ p.c.
COTTON MILLS.—					4½ p.c.
Ewo Cotton Spinning & Weaving Co., Ltd	20,000	Tls. 50	all	T. 135, buyers	11⅓ p.c.
Kung Yik Cotton S. & W. Company, Ltd.	100,000	Tls. 10	all	T. 12, buyers	12 p.c.
Shanghai Cotton Manufacturing Co. Ltd	40,000	Tls. 50	all	T. 89 buyers	8 p.c.
Yangtszepo Cotton Mill, Limited ...	20,000	Tls. 5	all	Tls. 5, buyers	6 p.c.
Dairy Farm Company, Limited	40,000	$75	$6	$37, buyers	3½ p.c.
DOCKS AND WHARVES.—					4½ p.c.
H'Kong. & Kowloon Wharf & G. Co., Ld	60,000	$50	all	$83	4 p.c.
H'Kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$126½, sales $126, buyers	9 p.c.
Shai. Dock and Engineering Co., Ltd. ...	55,700	Tls100	all	T. 80	
New Engineering & S. B. Works, Ltd. ...	150,000	Tls. 5	all	Tls. 10	
Shanghai and Hongkew Wharf Co., Ltd.	38,000	Tls100	all	Tls. 82	6½ p.c.
Green Island Cement Company, Limited ...	400,000	$10	all	$9½, buyers	4½ p.c.
Hongkong Electric Company, Limited ...	60,000	$10	all	$47½, buyers	4½ p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$112, buyers	7 p.c.
Hongkong Ice Company, Limited	6,500	$25	all	$160, sellers	9 p.c.
Hongkong Rope Manufacturing Co., Ltd	60,000	$10	all	$33, sellers/32, buy.	4⅜ p.c.
Hongkong Tramway Company, Limited ...	325,000	5/-	all	$83, buyers	
INSURANCES.—					6⅓ p.c.
Canton Insurance Office Co., Limited ...	10,000	$250	$50	$395	6⅔ p.c.
China Fire Insurance Co., Limited ...	20,000	$30	$2	$154	7½ p.c.
Hongkong Fire Insurance Co., Limited	8,000	$250	$5	$330	
North China Insurance Co., Limited ...	10,000	£15	£5	Tls. 159½	8⅓ p.c.
Union Insurance Society, Limited ...	16,000	$250	$100	$935, buyers	6 p.c.
Yangtsze Insurance Association, Limited	12,000	$100	$50	$260. @ Ex 73	
LAND AND BUILDINGS.—					7 p.c.
H'Kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$104	7½ p.c.
Hongkong Central Estate, Limited ...	10,000	$100	all	$97 sellers	4½ p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	$100	$75	$200	5⅓ p.c.
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$6.50, buyers	6 p.c.
Kowloon Land and Building Co., Ltd....	6000	$10	$30	$38	7½ p.c.
Shanghai Land Investment Co., Ltd. ...	78,000	Tls50	all	Tls. 97	4⅓ p.c.
West Point Building Co., Limited ...	12,500	$50	all	$83, x div.	
Maatschappij tot Mijn- Bosch-en Land-bouw exploitatie in Langkat... ...	250,000	Gds.10	all	Tls. 26⅜ buyers	
MINING.—					
Ural Caspian Oil Corp., Limited ...	1,000,000	£1	all	35/6	
Kailan Mining Administration	1,000,000	£1	all	28/-	
Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	$2½	
Tronoh Mines, Limited	160,000	£1	all	32/6	7½ p.c.
Peak Tramway Company, Limited	25,000	$10	$1	$9½ buyers	
	50,000	$10	$1	$9.75, buyers	
REFINERIES.—					
China Sugar Refining Company, Ltd. ...	20,000	$100	all	$118, buyers	10 p.c.
Malabon Sugar Company, Ltd. ...	14,000	P 30	all	$33, buyers $38½, sales	7½ p.c.
STEAMSHIP COMPANIES.—					
Douglas Steamship Company, Limited...	20,000	$50	all.	$136, sellers	3½ p.c.
H'kong., Canton & Macao S. B. Co. Ltd.	80,000	$15	all	$31½, sellers	4½ p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 d. 60,000 r.	£5	all	pref. $47½ buy. def. $131½ buy. $132, sellers	5½ p.c. 6½ p.c.
Shell Transport and Trading Co., Ltd....	1,282,902	£1	all	105/-	7 p.c.
Star Ferry Company, Limited	40,000	$10	all	$35, sales	6 p.c.
South China Morning Post, Limited... ...	6,000	$25	all	$29	7 p.c.
Steam Laundry Company, Limited	2,000	$5	all	$3½, x div.	
STORES AND DISPENSARIES.—					
Powell, W. & Limited	21,000	$7	all	$8½	
Watson & Co., A. S., Limited	60,000	$10	all	$6½	10 p.c.
Union Waterboat Company, Limited ...	50 000	$10	all	$14½ buyers	7 p.c.

Loans.	Amount.	Value.	Interest.	Quotations
Chinese Imperial 1896.	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 21st

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29·82	29.83	29.84
Temperature	83	79	87
Humidity	84	83	58
Wind Direction	East	—	S. by W.
Force	4	0	3
Weather	c	b	b
Rain		0.15	—

Highest open-air Temperature on 20th .. 84
Lowest open-air Temperature on 10th .. 79

REFINEMENT.

"PERFECTO" Actual Size.

When a Cigar Smoker sees a box of "GOLOFINA" he is impressed by their appearance of refinement.

And when he Smokes "GOLOFINA" his impression is confirmed, for the delicate aroma, the soft, luscious flavour are refinement itself.

"GOLOFINA" constitutes his idea of a really good Cigar—and it is the right idea, for refinement in a Cigar means perfection of quality in Tobacco and Workmanship.

Refinement is the key note of "GOLOFINA" Cigars.

A SHIPMENT HAS JUST ARRIVED.

"BOUQUETS" "PERFECTOS"

Each box of 25 Cigars is Wrapped in thick lead foil.

SOLD BY ALL THE LEADING TOBACCONISTS. 17

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Documents translated from or into Classical or Colloquial Chinese.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000, at 2/—$15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq. | Hon. Mr. D. Landale
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
" 6 " 3 " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA. GOVERNMENT BANK

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1912.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE.—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan-Luanhsien, Tsangshsiu, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chishsin, Lanchi, Huchow, Ningpo KAIFENG: Changteh, Sinyang, Loho, Chowkou. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao TAIYUAN: Yunsheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung CANTON. KUNIYANG. PEKING Kwaihwa, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange
Hongkong, 13th October, 1914. [960

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.
Hongkong, 15th June, 1915. [132

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-Up ... ... ,, 12,500,000
Reserve Funds ... ... ,, 4,680,800

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—KOBE, OSAKA, TOKYO.
FORMOSA—AKE, GIRAN, KAGI, KARENKE, KEELUNG, MAKUNG, PINAN, SHINCHIKU, TAICHU, TAIWAN, TAKOW, TAMUSI.
CHINA—AMOY, CANTON, FOOCHOW, HANKOW, KIUKIANG, SHANGHAI, SWATOW.
OTHERS—HONGKONG, LONDON, SINGAPORE, SOERABAIA.

LONDON BANKERS:
Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo-China, India, Philippine Islands, Java, Australia, America, and elsewhere.

Y. KIKUCHI,
Manager.
HONGKONG BRANCH,
3, Des Vœux Road,
Hongkong, 18th July, 1916. [642

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital £1,500,000
Subscribed ,, ... 1,125,000
Paid-up ,, ... 562,500
Reserve Fund ,, ... 550,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius)	Mahé (Seychelles).		

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 26th May, 1916, [907

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

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